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BADLY DUBBED

Well, would you look at that, we made it to the end of 2015. Do all *Badly Dubbed* entries start like that in December issues? Quite possibly. I'm too busy to check. I think 2015 might go down as one of the busiest ever years for us here at PVW. There's been a lot more shows with bigger crowds and more cars to feature than ever, which for us here in PVW land means; more stress, more work, an office move that was the embodiment of throwing as much excrement as possible into a ceiling fan on its quickest setting and more steps towards mine and Elliott's inevitable *Falling Down* moments...

You see, it's easy to get jaded in this game when you're on this side of the keyboard (you? Jaded? ~ All). We're not proud of it, of course, but sometimes, just sometimes, you wish everyone would... just... stop... and... leave... us... alone... GAH! But then, just when you're wondering how far away you could get from the office on the last tank of fuel you can afford that month and never coming back, you have a moment that reaffirms why you do this in the first place.

Maybe it's a shoot that goes particularly well, or perhaps it's someone that sends a simple thank you message after their feature comes out that makes you feel warm and fuzzy. It could even be something as simple as a particularly nice chat with someone at a show. And then a few days later something ridiculous happens makes you want to launch your phone

through the office window... Yep, it's fair to say that PVW life is an emotional roller coaster at times. But you know what, we wouldn't have it any other way, and I mean that.

Really, with all things considered, 2015 has been one hell of a good year for us at PVW and we have to say a big, big thank you to everyone who has made it possible. The photographers who nail it time-after-time with our teeny-tiny budgets, our excellent freelancers who manage to turn out features on time when we needed them yesterday and, of course, you guys! Without you lot building incredible cars we wouldn't have anything to feature and somehow, they just get better and better, and there's more of them to choose from every year too. And finally, a big thanks to everyone that goes to the shops once a month to hand over their money for a copy of the magazine, and to those who subscribe or download it digitally. Without you, all of the effort we put in would be pointless after all. And while other magazines have fallen by the wayside, PVW has remained at the top of the pile and continues to grow, get better and just basically continue to be awesome. Like this issue for example, packed full of a bunch of the finest cars this little island of ours has to offer. Like the mag itself, the British scene has still more than got it, and we wouldn't be where we are without each other.

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25 VEGAS BABY

SEMA isn't the only show to call Las Vegas home, Wüste does too and this year it celebrated its ninth outing in the City of Sin.

30 WOLF WHISTLE

The word 'Lupo' is Latin for 'wolf' and this particular example is certainly wild in both its appearance and actions.

38 FINE AND CANDY

Craig Levens has always liked colourful cars, but his latest Candy creation is probably the most talked-about to date.

48 RESTORATION MAN

Martin Barker is no stranger to these pages, neither are his weird and wonderful automotive reworkings. His latest, a RestoMod'd two-door Audi 80 from the mid-'80s, has got to be our favourite yet.

56 ON THE LEVEL

In an age of quick fix builds it's nice to meet someone who's been getting stuck in on the same car for years and years like Carl Levy has with his hot rod-inspired Mk1 Caddy.

70 STATIC CHARGE

Home-built and laced with PhD-level problems to solve, Jake Belfield's slammed and carb'd Mk2 Polo shows anything is possible if you're determined enough.

78 STRANGER THAN FICTION

Whilst looking for somewhere to hold their 2015 show the DubFiction crew decided to go back to basics and hold it at their monthly meet location, the confusingly named The Bull l' th' Thorn.

84 DIRECT ACTION

The Forge Action Day billed itself as having 'something for everyone'. A lot of shows promise that but few actually deliver. Fortunately it more than lived up to the claim.

90 OVERHAULING

We seen some tidy T5s around over the years but Shaun Lewis's ever-evolving 'Bang Bus' is arguably the best yet.



CAR OF THE YEAR

100





JURY SERVICE

We've been chasing Jim Offord's impeccable Mk2 for some time now. We knew it was awesome, but one of the best Mk2s we've ever featured? Well, you be the judge of that!

Words: Mick Clements Photos: John Colley





After a morning locked in the studio, we were taking in some fresh air outside and knew Jim Offord was working his way around the industrial estate towards us for his turn in photographer Colley's cave long before we saw him. Not because his supercharged Mk2 is lairy and loud, it's just that when you've experienced the unique acoustics of a G60 you know exactly what it is; the howl from the 'charger ebbs and flows with boost levels. Even just listening to it being parked brings a smile to your face.

The G60 is an engine with proper character. Back in the early '90s it had so much potential but was compromised in terms of outright power due to its eight valves and the G-Lader's foibles. The VAG 20v and 16v turbo powerplants that have followed may have delivered more bhp and tuning options, but a modified G60 with a virtually lag-free 220bhp is no slouch and delivers an unrivalled mix of aural accompaniment – deep

throb on idle, 'charger whine as revs build, scream on gear change and a howl when on full chat. In Jim's view: "The noise is something else and it's got enough power to put your head into the back of the seat very rapidly."

We salute Jim for his choice of engine. He's a very capable engineer and could have installed anything he wanted, but has chosen to refine his Golf his way. To complement the smoothed bay he considered and even bought both carb'd 16v and VR6 setups, but stuck to his guns with the G60. He's one of the good guys too, who will happily discuss the finer details of the car, such as the centre lock wheels, and has helped out fellow Dubbers, from rookies to scenesters, with a variety of issues along the way: "If I can help out a fellow owner it's all good. I've even saved a few cars from scrappage. I've never been in it to make money."

Pop open the bonnet to see what all the fuss is about and the smoothed bay sets off the G60 unit, with the minimal ancillaries painted satin

black and finished off with carbon touches such as the Moroso engine cover and slam panel from the C6 Carbon.

Jim first saw the car in 2010, some time before he owned it. It had the G60 install and had been treated to a top quality colour change to Amulet red (an Audi TT colour) by True Paintworks, and it is still on the same paint. Since then, the sides of the 1989 Golf have been cleared of its original GTI trimmings, with carefully modified 1990 'big bumper' spec side GTI mouldings keyed into CL rear arch spats in their place. Jim has stripped the engine bay a little further and sorted some nice, subtle touches too, such as the shortened door mirrors sourced from Mark Gurney, a one-piece scuttle panel made from RHD and LHD panels and a hybrid front bumper with no numberplate block, similar to USA-spec.

When Jim picked the car up, it had no dashboard and no seats, ideal for the Corrado dashboard install and custom seats Jim had



**“THE NOISE IS SOMETHING
ELSE AND IT’S GOT ENOUGH
POWER TO PUT YOUR HEAD
INTO THE BACK OF THE SEAT
VERY RAPIDLY”**





DUB DETAILS

ENGINE: Smoothed bay with relocated ancillaries and battery. G60 supercharged install, Jabbasport Stage 4 charger and chip, head stripped and ported, camshaft reprofiled to Piper 280-spec, ported manifolds, flywheel lightened and VR6 clutch, Fresh Reflections custom G60 radiator and intercooler package, with custom mounting brackets, Moroso carbon fibre engine cover by C6 Carbon. Power rated at 225bhp

CHASSIS: Custom one-off 7.5" (front) and 8" (rear) BBS RS 16" alloys with centre lock conversion, 80mm centre nut, wheels painted Tempest grey, 0.5" lips all-round, Nankang Ultrasport 165/40x16 tyres, AccuAir E-level setup with custom front struts and chassis notches, 16v-spec brakes

EXTERIOR: Repainted inside and out in Audi Amulet red by True Paintworks, smoothed engine bay, delocked doors and tailgate, rear spoiler and wiper

removed, one-off shortened door mirrors, 1990-spec side mouldings, single wiper conversion, carbon fibre slam panel, tailgate struts, bonnet struts and rain tray by C6 Carbon

INTERIOR: Corrado dashboard. Dashboard and door cards retrimmed in Alcantara, Recaro A8 seats with carbon backs by C6 Carbon, trimmed by Jim and Trim Deluxe in Alcantara and Mk6 Golf GTD Jacaracloth centres, Crow Enterprises harness, carbon fibre steering wheel, glovebox and door trims by C6 Carbon. Les Hicks black roll-cage, rear seats removed and custom air tank and spare wheel installation, trimmed in Jacara cloth, manual door windows.

SHOUT: Paul at C6 Carbon (www.c6carbon.com), Trim Deluxe (www.trimdeluxe.co.uk), Fresh Reflections (@fresh-reflections), Auto Finesse, True Paintworks, Low Collective

G60 engine isn't the easiest thing to get looking good but Jim's managed it nicely



lined up. Jim eventually sold the 8x16" Snowflakes, VR6 radiator and Rallye intercooler to make way for his own mods.

Initially, Jim had fitted Fishnet Recaros after finding a pair cheap on eBay: "The owner apologised for them being tatty, but actually they were mint!" Jim needed to change the cloth and had set his mind on something left-field to retrim in red houndstooth using genuine Harris tweed. Jim helps build wind turbines, and frequently finds himself in the more rural corners of the UK, so he set off on a mission to the Isle of Lewis to buy the material direct from the Harris factory. "It came with a leaflet on how to keep and care for it," he remembers. "The cloth even had bits of straw in it." Jim built the seats up himself, using subframes from William Smith.

The centre lock wheels are a high quality motorsport modification, yet easy for the casual eye to miss as Jim has replicated the classic BBS 80mm centre nut for the mounting. This belies just how labour-intensive they were to

produce. Jim estimates each wheel took around 250 hours and he owes a big mention to Brad Hoyles for the long hours of trial-and-error machining. The 16" BBS rims were originally BMW fitment, 7" wide fronts, 8" wide rears. There was extensive work in machining out the centres and welding in waffle plates before filling and sanding to create a waffle-less centre. Adaptors to mount the wheels were fabricated and machined to match the ET30 offset of the fifteen52 Snowflakes whilst Jim still had them.

Jim worked with a local engineering firm to develop them to his spec. He used an 80mm nut to replicate the classic BBS centre nut, but it requires 740Nm of torque from the torque wrench he uses when building wind turbines to tighten them up. Sensibly, Jim had a fifth wheel made as a spare, which sits in the rear install wrapped in a space saver tyre and custom tyre warmer. "This is just as well as the guy who made them sold his kit and lathe afterwards and so he won't be making anymore," he says.

He was aiming for an unveiling at Edition 38 in September 2014. With big pressure to finish, Jim and the two lads he shared a unit with completed the car on the Friday afternoon of the show. Jim will confess that he wasn't fully clued-up with how to prep a car to elite show standards. Luckily, local detailer Auto Finesse offered to help, telling him to just get the Mk2 to the show washed and the team would help him sort the rest out. So, first thing Saturday morning Jim was eagerly lined up at its stand.

He didn't enter the show 'n' shine on the Saturday; he spent most of it cleaning and chatting to mates, but after some cajoling and encouragement from Tank (Patel) and Sam (McMahon) he did on the Sunday and was really pleased to get a prize. "I spent most of the Sunday answering questions about the wheels, and I got runner-up in the Mk2 category too, so I was happy with that," he grins.

With a new-found taste for competition, Jim entered the Mk2 at the Epsom show in Ipswich



"IF I CAN HELP OUT A FELLOW OWNER IT'S ALL GOOD. I'VE EVEN SAVED A FEW CARS FROM SCRAPPAGE. I'VE NEVER BEEN IN IT TO MAKE MONEY"



the week after, and made it into the 15 winners line-up before securing the Best in Show prize. He met the Low Collective crew there and was all set for Players 2014 a fortnight later, but tragically his mum died suddenly two days before the show and real life took over.

A little later Jim made a return, targeting Show & Glow at Bluewater. Show organiser Simon let Jim display the Mk2 indoors, where most of Jim's local modified Dubber club, the Low Collective, was displaying. Jim has built a solid bond with Low Collective and he was really pleased to come away from the show with Best Mk2 and Best Wheels trophies. To round off a successful 2014, Jim's final show was VAG Roots at the legendary Ace Café, where the Mk2 was one of five show winners.

Back in his unit and with winter drawing in, Jim began to put pressure on himself to refresh and improve the car for 2015. He rebuilt the wheels and decided to sell the seats to Auto Finesse, along with enough spare tweed to trim a rear bench. He then set about utilising a Recaro A8 seat that he'd owned for five years, which had followed him from house move to house move (Germany to Cambridge, back to Germany, back to Cambridge and then Kent). Then he found out his friend Matty Loveridge had a matching seat, and so he ended up with a pair. Jim then drafted in Joe at Trim Deluxe to retrim them in Mk6 Golf GTD Jacara cloth and Alcantara. The Jacara cloth was

also utilised to cover the tank and spare wheel in the rear install.

The rears of the A8s also received the carbon fibre treatment from carbon genius Paul at C6 Carbon. Paul's work has increasingly appeared in show cars over the last few years and Jim was happy to head north to secure C6's services, not just for the seat backs but also the door pockets, door seals, seat trims, front and rear bonnet struts, Moroso engine cover, steering wheel and glovebox.

The aim was to unveil the refreshed look at Ultimate Dubs in March, but time was certainly tight. The Thursday night before the show, Jim picked up the carbon seat backs from Paul at C6 in Darlington, travelled home to Cambridge, then to Brighton for Trim Deluxe to build the seats up, then battle the M25 home to Cambridge on Friday teatime and strap on the helmet torch to crack on with the final touches. He made the show on Saturday, and was pleased to be asked to display in the Performance VW main corridor and to relax a little and take in everything Ultimate Dubs has to offer as the show season opener: "I enjoyed Ultimate Dubs, it was a great chance to meet up with everyone again." He drove home from UD with a Top 25 finish and the following month picked up the Best Mk2 prize at Early Edition for an impressive haul of trophies and great recognition for the work he had put into the car.

During a really successful and enjoyable



series of shows Jim has built a strong association with the guys at Low Collective and he's pleased to have been inducted into their ranks. In fact, one member is actually now his landlord. Pat, Gordon, Nathan and the whole Low Collective crew run some cool cover cars in their ranks which means the motivation to keep improving their cars is always high.

So, with that in mind Jim took the Mk2 off the road in late August, with some serious plans afoot for an assault on Ultimate Dubs in 2016. Not a dodgy wrap in orange vinyl, but rather a comprehensive programme of subtle refinements and quality upgrades. We've seen some preview pictures of the Mk2 stripped down with virtually no area inside and out left untouched by hand, polishing wheel or carbon... and we know the centre locks are currently on Russ Whitefield's Jetta coupé now that the two are sharing a unit and spurring each other on. We can't wait for March to come and see for ourselves how Jim has taken one of the UK's best Mk2s to an even higher level ●



Centre lock wheels took a reported 250 hours of work per wheel. Some serious engineering porn!





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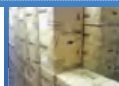
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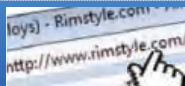
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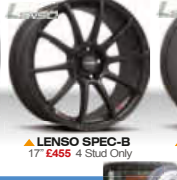
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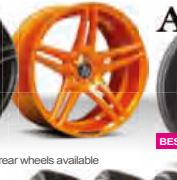
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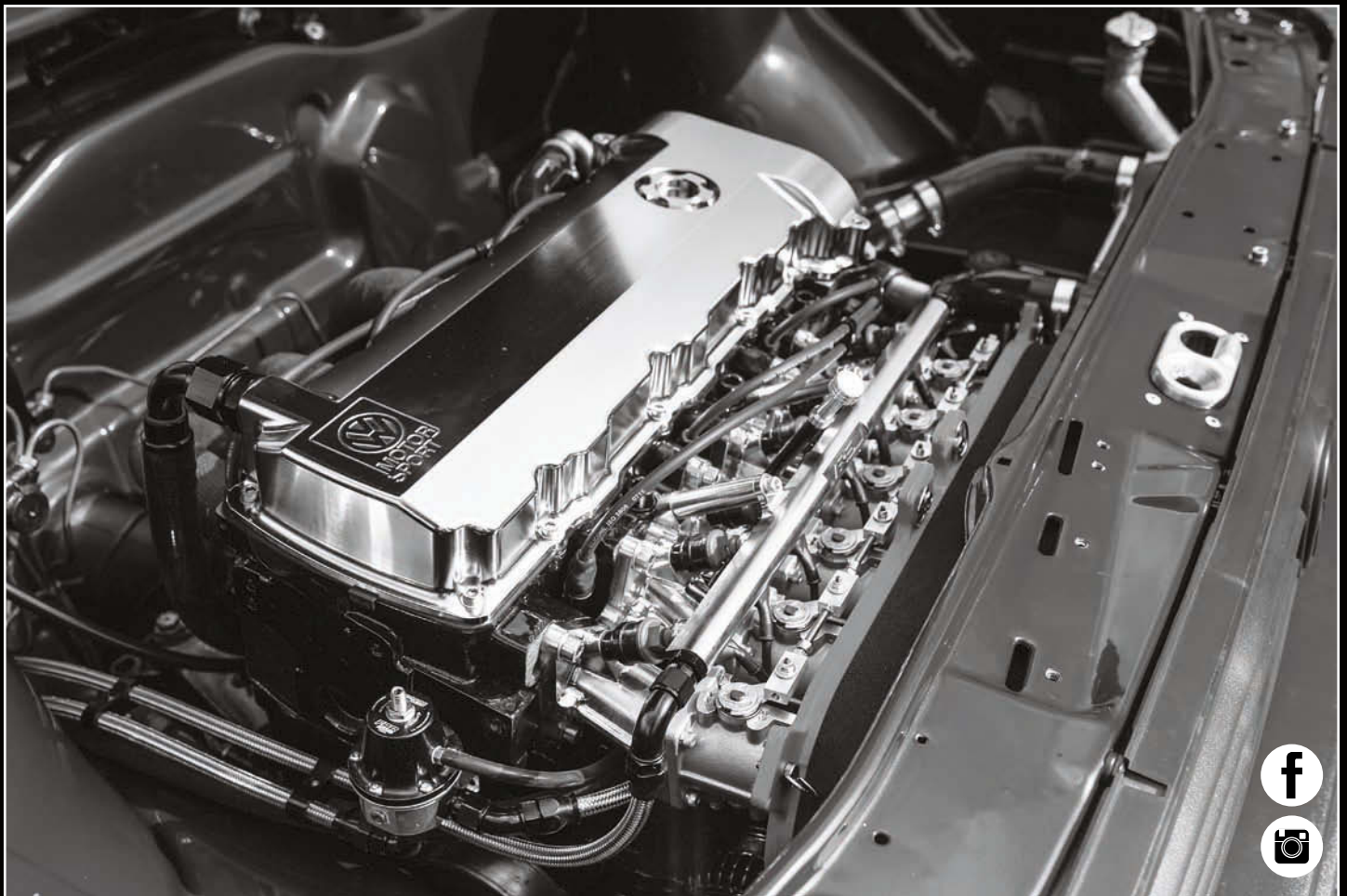


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INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



INTRODUCING: VRS' VR6 MANIFOLD & ROCKER

VRS Northampton has released details of its new parts for the VR6 engine and, boy, are we excited to be telling you about them! First up is a manifold for ITBs. Yes, finally one for a VR! The ports are matched and the inlet size is 45mm per cylinder, while the fuel rail takes AN6 fittings and can accommodate different length injectors. VRS can supply the necessary Jenvey individual throttle bodies to go with the manifold or they can be purchased separately if not. They sound

incredible (check VRS' Facebook for a dyno video), but it's not just about noise – on a stock engine the typical power increase is around the 35bhp mark with modded engines expected to make a lot more! The manifold costs £1074, and there are many finishes available.

Next up is an awesome looking rocker cover constructed from one-piece billet and features a fully functional breather chamber inside. Obviously, the rocker cover can only be used on

engines not running the stock inlet. It costs £954 and again, different finishes are available. Both the manifold and the rocker cover are the result of two years worth of development work and it really shows, both are serious bits of kit indeed and stole the show at E38 where they debuted. We just love that companies are still making products for the venerable VR 12v! Get over to www.vrsnorthampton.com or pick up the phone and call 01604 705 247 for more information.



WHAT'S NEW?



AIR LIFT 3P/3H

Air Lift has just released its new management systems, dubbed the 3H and 3P. Put simply, Air Lift redesigned its incredibly popular management setup to improve virtually all areas of it. 3P is 'pressure only' while 3H is 'height and pressure'. A lot of the features cross over, but 3P doesn't have Height Sensing Technology or

Anti-Cross Loading + Axle Equalisation. However, it's worth noting that you can upgrade 3P to 3H later on if you haven't just been working on the actual management side of things. The new iPod-style controller looks fantastic, the manifold is more compact and nicer looking than before and now houses the

ECU and pressure manifold, to take up less space than multiple components. The new controller app looks a whole lot better too. Suffice to say, we are sure to see a lot of 3P and 3H systems at shows in 2016! Log on to www.airliftperformance.com for more information and to find dealers.



HIGH VOLTAGE

If you're considering relocating your battery, wanting to lose some weight or perhaps just looking for something with a bit more electrical grunt you can't go wrong with one of Odyssey's lightweight, sealed race units. Not only are Odyssey's batteries far lighter than a normal battery, they retain charge a lot more effectively and can even withstand being sat on their sides if space is tight. Prices start at £152.50. Log on to www.burtonpower.com for more.



ON TIME

This is the EQB-500RB from Casio Edifice and Infiniti Red Bull Racing and boy, it is awfully fancy. Not only does it look awesome and is put together beautifully, it packs all kinds of top-of-the-line features including smartphone synchronisation (iOS 7 plus Android 4.3 and 4.4 firmware), solar charging and world time functions. It costs £590 and for the full rundown of what it can do go on to www.edifice-watches.co.uk for more details.



OILED AND READY

The latest addition to Classic Oils' range of products is Hot Hatch 10W-40, suitable for many performance hot hatches from the 1980s and '90s. Blended in the UK, this high quality semi-synthetic engine oil boasts a ZDDP content of 1300ppm. Its naturally higher lubricity also offers lower internal friction, therefore reducing engine wear and improving fuel economy. Five litres comes in at £15.85 and you can find out more at www.classic-oils.net

Got a product, service or offer you want our readers to know about?
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TAKING LIBERTIES

Okay, we admit it, this one isn't exactly VAG related per se seeing as the closest thing the company does to a VW kit is one for a Lamborghini or Porsche, but we've got it on good authority owners of other brands like to read PVW now and then so we figured it was worth a mention. What are we banging on about? The Performance Company has just announced that it has secured the role of sole British

distributor for the Liberty Walk brand! So if you fancy breaking the internet with your Ferrari, Lambo, Porsche, BMW, Chrysler, Dodge, Nissan or Toyota build and want to create something really badass then you need to get yourself over to The Performance Company's website at www.theperformance.co or pick up the phone and call 01933 685 840. Good thing we've got that new Aventador sitting here huh?



FORGELINE

Ohio-based Forgeline Motorsports has been producing wheels for over 20 years now and yet somehow we've never showcased its products in these pages... madness! This is the AR1 which is available in 18 to 21" diameters, a range of widths, offsets and concave profiles. What's more, a huge variety of finishes on the centre, outer rim and inner rim too can be chosen too. Log on to www.forgeline.com for more info.



STOP, IN THE NAME...

VW's Mk7 GTI and R models might have pretty stonking brakes as standard but one area of the setup that could be improved is the brake lines. Luckily, Goodridge has released a set of its race-proven armoured brake lines for both the GTI and R. This new addition to Goodridge's Phantom line offers superior resistance to abrasion and corrosion, unrivalled braking efficiency through greater reliability, and a complete absence of sponginess through the

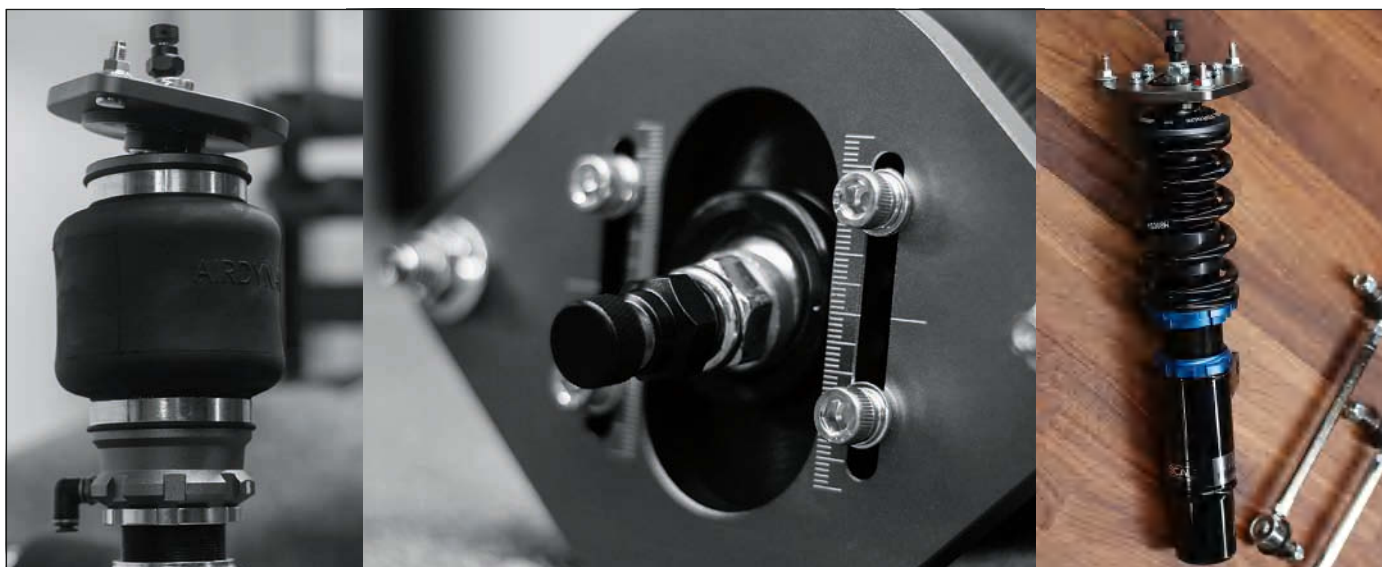
brake pedal, irrespective of how hard the brake fluid is worked. What's more, with a choice of ten different colourways, they look snazzy too. And if all that isn't enough, every brake line is pressure-tested after assembly so that customers can have absolute confidence in its functioning and they are TÜV, DOT, ADR and ISO approved too. They're priced at £79.80 and you can find more information at www.goodridge.com



TEE'D UP

So you've sorted out your legs with a nice pair of jeans but what to do on your top half? Walk around half naked for all the world to see? Ew! Luckily Dubtastic Life sell these things called T-shirts which are just the right shape to cover your body but with holes for your arms and head. They're good quality, well-priced and feature a range of cool air-cooled Veedub-based designs too. Get on to www.dubtasticlife.co.uk to get involved.

WHAT'S NEW?



INTRODUCING: SCALE SUSPENSION AND AIR DYNAMIKS

Only Charged Dubs has just announced that it has become the UK dealer for Scale Suspension, a Canadian brand that has been around 2005. OCD tells us that the Scale coilovers feature threaded bodies so spring rate and damper travel isn't changed regardless of drive height. They also feature a laser-engraved measurement scale (hence the name) to allow millimetre-perfect adjustment – no more trying to count threads on the body in the dark or messing

around with a tape measure! Scale also offers adjustable top mounts, upgradeable springs and custom spring rates and 'extreme low' kits free of charge. Sounds interesting, right? Wait till you hear the prices; with the top mounts, prices start at just £950 (or £880 without them) which seems like excellent value to us.

Only Charged Dubs also want to shout about the fact that it is also the UK distributor of new air-ride company Air Dynamiks, who is Scale

Suspension's business partner. The Air Dynamiks kits use Scale's threaded shock bodies, which means excellent ride quality out-of-the-box. It also means that, should you want to, you can upgrade your Scale Suspension coilovers to Air Dynamiks air-ride simply by switching the spring out for a bag.

The Air Dynamiks kits start at £1765 with the adjustable top mounts or £1685 without. Get over to www.onlychargeddubs.co.uk



ON TIGHT

ARP has just added the VAG 2.0-litre FSI to its Pro Series range of fastener kits. The head and main stud kits feature premium grade ARP2000 material that is rated at 220,000psi tensile strength and the cam tower bolt kit is rated at 200,000psi tensile strength. Put simply, they are a whole load stronger than the stock items; crucial if you're planning on running big power. The kits contain everything you need, including lubricant, go to www.arp-bolts.com for more.



CAM GIRLS

Loads of people seem to have dash cams these days and with so many idiots on the road, maybe it's not a bad shout? The Garmin Dash Cam 30 and 35 easily mount to your windscreen and automatically start recording footage in 1080p HD (or 720p or WGA) on a continuous loop when turned on. The Incident Detection G-sensor automatically saves video footage when it detects an impact and the 35 features built-in GPS, which allows the camera to label footage

with date, time, latitude, longitude and speed so you can know exactly when and where events take place. Dash Cam 30 has a compact 1.4-inch LCD display and Dash Cam 35 offers a larger 3.0-inch LCD display. In addition to this, the snapshot feature allows you to snap close-up photography of any damage and both dash cams also come with a microSD card. Prices start at £129.99 and you can find out more at www.garmin.com



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VEGAS BABY

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NEVADA

SEMA isn't the only show to call Las Vegas home, Wuste does too and this year it celebrated its ninth outing in the City of Sin. You know we weren't going to miss a party like that...

Words: David Kennedy Photos: Viktor Benyi

If you head to Las Vegas at the end of May you won't just find scorching weather, gambling, stage shows that'll blow your mind and everything else the City of Sin is known for, you'll also find the Wuste European Car Festival. 2015 marked the event's ninth year and once again the show lived up to its tagline as 'the hottest event in the country'. Seriously, Las Vegas in the summer isn't a place for those who don't like the heat!

Luckily, the standard of cars in attendance makes the very real risk of melting in to the Tarmac like you're in an episode of *The Secret World of Alex Mack* worth it; the show now attracts some of the finest metal from all corners of the West Coast. The event is held at the Palace Station Hotel and Casino and pretty much takes it over with all the rooms being booked out to showgoers and the surrounding parking lots being filled with cars. As far as show locations go, it's pretty darn cool. Well, compared to your average Premier Inn or Travelodge over here it is anyway and we can only imagine there are more things to do in Vegas at night time than in, say, Telford for example! The show even puts on a shuttle bus service down to the main strip for those wishing to get their party on which no doubt resulted in a few people suffering even more in the oppressive heat the next day!





Retro livery-shod Audi was seriously doing it for us, while the car above didn't help how much we want an E30 project...





You just can't beat an old Beetle in the sunshine can you? Can we move to Vegas, please?



The event is held over four days, more than living up to its festival tag. Cars can arrive as early as Thursday morning but the real action doesn't start till that evening with the popular In-N-Out-Of-Towners get-together. On Friday there was a cruise to the beautiful Red Rock Canyon, one of the most picturesque National Conservation Areas in Nevada, and on Friday evening there were the official opening ceremony of the show, presented by Pure Euro. Saturday kicked off with the 'informal pool party' (you don't get that at Santa Pod...) with the main show 'n' shine activities taking place over the rest of the day concluding in the awards late in the evening. Sunday morning rounds the event out with the Mt Charleston Cruise, another journey out to a pretty part of the state. Nevada might be a desert in places but in others it's picture-postcard pretty! The Wuste attendees like the cruises as much as the show itself, not only for a chance to take their cars out on some awesome roads but also for all the photo opportunities along the way.

Wuste attracts cars of all types and styles. As long as they're of European origin and done well they were excepted and we loved the variety of what we saw. Car of the show for us? Well, we have to pick Steve Davila's





New-school, old-school, VAG, BMW, Mercedes, Volvo... the list goes on. Variety? Wuste has got it!



awesome 'charged R32-powered Corrado that will be featured in an upcoming issue of PVW. We were also big fans of the 'bagged Audi Allroad on MTechnica Rallye wheels, the Audi A4 in retro livery and straying from the VAG crowd, the black E30 on sweet splits. We'll just let you look at the rest of the photos to see the kind of metal that was in attendance but put simply, the quality of cars were more than good enough to keep people away from the strip! Keep an eye on www.wuste.com for details of next year's tenth anniversary event. A big birthday in Vegas? Count us in! ●



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WOLF WHISTLE

The word 'Lupo' is Latin for 'wolf' and this particular example is certainly wild in both its appearance and actions.

Words: Louise Woodhams Photos: Matt Woods



AGU 1.8T boasts GT2871 blower, PEC rods, Wossner pistons and a Nortech manifold. The result? 393bhp, and that's before the NOS is switched on!

“I think the most fun moment I've had in this Lupo was upsetting a Ferrari F430 driver who thought he could get away. It's hardly stock-looking in Porsche GT3 green and with a stripped and caged interior, but people are still shocked to hear it has 393bhp, and that's before the use of the nitrous oxide,” explains Jamie Jackson with a wry grin on his face.

That wasn't a misprint by the way; the GTI Lupo's 1.6-litre engine in standard guise pushes out 125bhp, which means Jamie has managed to triple its power output. If we take the manufacturer's quoted kerb weight figure of 960kg, this Lupo has an impressive power-to-weight ratio of 409hp per ton. The nearest comparison to that is a Ferrari F50. Interestingly the owner of that aforementioned Fezza has 342hp per tonne at his disposal, and no doubt spent five times as much as Jamie.

So, whilst the haters are going to hate (supercar owners and the purists who object to the outlandish colour scheme and Mk4 Golf 1.8T engine), they can't deny it's one crazy machine. In terms of nutty Lupos, we've only featured a few: Richard Baron's (of Venom Motorsport fame) lime green project with the same conversion in the June 2004 issue, followed by a bright red one with an Edition 30 2.0-litre TFSI engine exactly ten years later. So modified Lupos of this calibre aren't exactly common.

But what made Jamie go for VW's baby? “I saw this Lupo GTI on an online salvage auction going really cheap it was just too good to turn down,” explains Jamie. “I fancied something different and at that time there weren't many Lupos with the 1.8T engine. It just made sense to make something with a bit of wow factor,” he continued. The Lupo GTI has often been labelled by press as the true successor to the first generation Golf – one of the first true hot hatches, so it's easy to see why Jamie fell for it.







DUB DETAILS

ENGINE: AGU 1.8T with Garrett GT2871 turbocharger, Tial wastegate with external screamer pipe, Nortech tubular manifold, three-inch exhaust system, 560cc injectors, Wossner pistons, PEC rods, nitrous express front mount intercooler kit, ACL race bearings, K&N Cone Filter, Vibrattec engine mounts. 02J five-speed box with diesel third, fourth and fifth gear ratios

CHASSIS: 7.5x16" (front) and 9x16" (rear) Klutch SL1 alloy wheels shod in 195/40 and 215/40 Toyo T1R tyres respectively, Spax coilovers and Powerflex bushes, G60 calipers, EBC discs and pads

EXTERIOR: Custom wide arches, smoothed front bumper and doors, Mk5 Golf boot handle, Cambridge Edition lights, resprayed in Porsche GT3 green

INTERIOR: RS6-style seats and doorcards retrimmed in green and black leather, roll-cage painted in Porsche GT3 green, flocked dash and trim panels, Defi gauges (60mm up to 2bar of boost), Gizmo boost controller

SHOUT: All the guys who work for me at Performance Direct especially Matt And Foxy , everyone who's helped out over the years to put the car back together especially my dad, Andy, Streak, Dean, Mark and Richard at Unique Body and Paint, Paul and Andy at RS Tuning and Yorkshire Flocking



“ IT JUST MADE SENSE
TO MAKE SOMETHING
WITH A BIT OF WOW FACTOR ”





Huge roll-cage, buckets, gauges, and OMP wheel give some insight in to what this little Lupo is capable of



The 2003 silver car, with just 38k on the clock, was bought from Doncaster Motor Spares (now Motorhog) back in 2006 for just £2750. Having been involved in a front end smash, the first job was to get it repaired before Jamie could move onto the exterior styling. "Prior to seeing the GTI I'd already bought a 1.4 8v Lupo as a project car so I had some parts already stockpiled, such as the wide arches. They're not something that appeals to most GTI owners but modifying is all about being different, right?" Damn right, Jamie.

In addition, the numberplate and handles were smoothed from the front bumper and door respectively to help it give it a much cleaner look together with an Mk5 Golf boot handle and Cambridge Edition tail-lights. The distinctive Porsche colour is perfect for this car, after all

it's got to have to the show to match the go. The gloss black lips and bronze centres of the 7.5x16" (front) and 9x16" (rear) Klutch SL1 alloy wheels provide the perfect contrast to the bright green. The respray was actually one of the last jobs to be carried out. It was previously white and apparently it got nowhere near as much attention as it does now.

Inside the colour theme continues with the Audi RS6-style seats retrimmed in green and black leather, together with the doorcards and the SW Motorsport roll-cage painted to match the bodywork. To complete the track-look stripped-out interior, the dash and trim panels have been professionally flocked in black and the standard steering wheel swapped out for an OMP item. Playing a functional part is a Gizmo Electronic Boost Controller, along with Defi

gauges to keep a check on what is happening under the bonnet.

Talking of which, the 1.8T engine conversion, which is often complimented for looking so factory, was completed in 2008, by which point Jamie was hankering for more than what the GTI could provide. It isn't hard to make more power from the 1.8T even with a basic ECU remap, which in this case was performed by RS Tuning, but Jamie decided to go more advanced, stretching the engine's displacement and beefing-up the lower end at the same time with forged Wossner pistons and stronger PEC Rods. To make the most of these mods, he upgraded to a larger Garrett GT2871 turbocharger and Nortech Tubular exhaust manifold. Bigger injectors and a three-inch exhaust system also help to increase power, together with a Nitrous Express front-mounted intercooler kit.

And how does something with that much

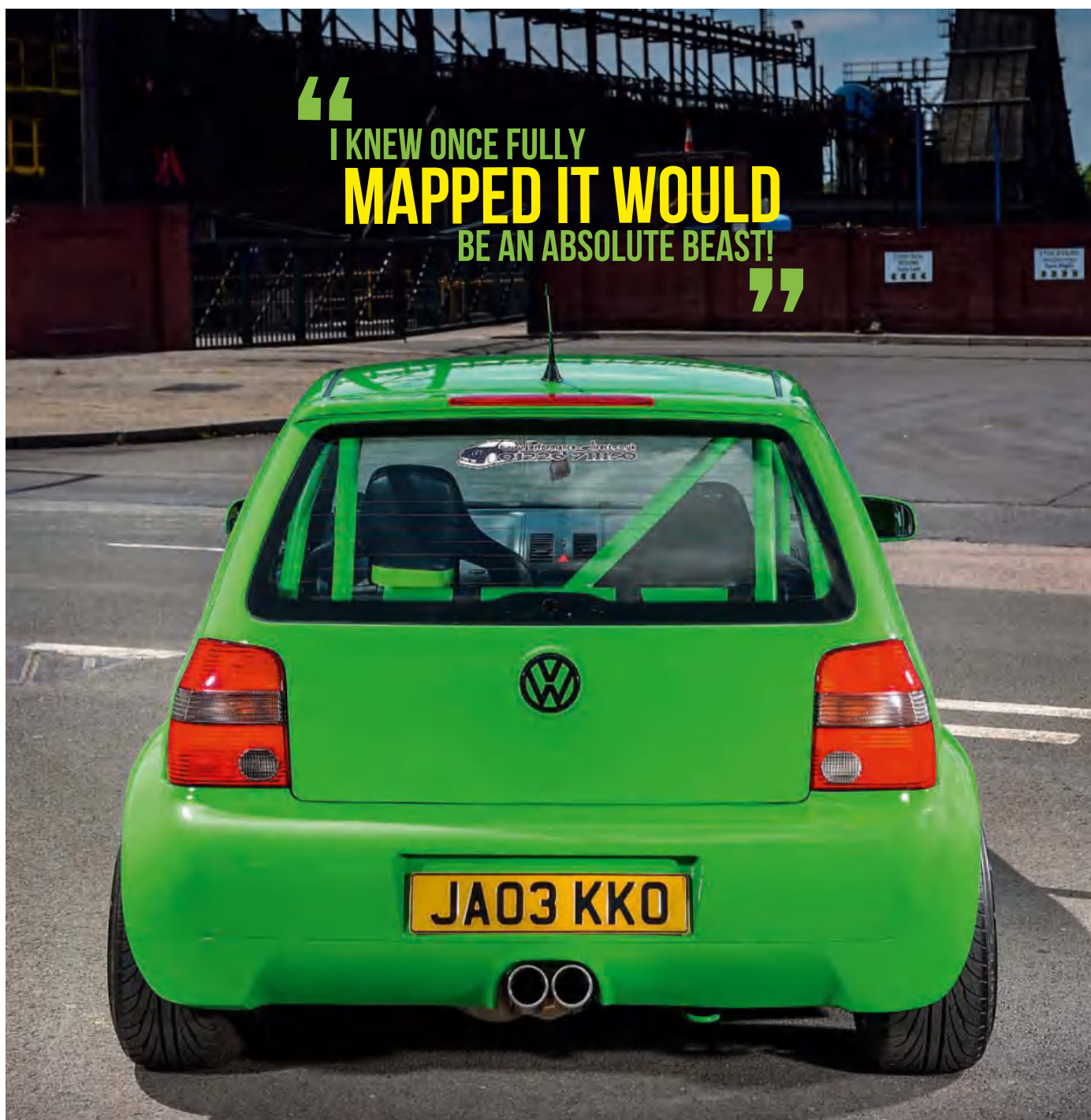
power feel? "The first time I took the car on the road straight after the engine had been dropped in I knew once fully mapped it would be an absolute beast! It does feel a little front-end heavy compared to having the stock engine but the way it handles the power is great. The Quaife LSD definitely helps. I also felt a great sense of achievement!"

To withstand the higher RPM conditions ACL race bearings and Vibratec engine mounts have been employed, whilst transmission-wise the gear ratios have been modified to mirror that of a diesel in third, fourth and fifth, and the aforementioned much-needed differential fitted. With all of that extra power, the chassis needed attending to as well. To that end the brakes have been upgraded to G60 calipers, EBC discs and pads, whilst the suspension has been swapped out for Spax coilovers with Powerflex bushes.

By selling the GTI engine and gearbox, together with parts from the donor Golf, 29-year-old Jamie has managed to stick to a fairly reasonable budget and as the owner of Performance Direct he was able to source all of the parts as well as carry out most of the modifications – bar the bodywork, flocking and retrim– himself. "It's been a bit of an ongoing project but it's finally near to the way I wanted it to be. The engine conversion is just awesome – it really puts a smile on my face when I upset the owners of really expensive cars!"

Of course, if he really wants to cause a few tears, he's always got his 600bhp Mitsubishi Evo 6 to fall back on, but it's the Lupo that puts a smile on Jamie's face more. Everything about this car is just so right; lightweight with a big screaming engine and polarising styling. It may be little but by heck it deserves a big spotlight ●

“
I KNEW ONCE FULLY
MAPPED IT WOULD
BE AN ABSOLUTE BEAST!
”



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FINE AND CANDY

Craig Levens has always liked colourful cars, but his latest Candy creation is probably the most talked-about to date.

Words: Tony Saggiu Photos: John Colley







“ I WANTED SOMETHING DIFFERENT;
A CLASSY COLOUR
THAT WOULD NEVER AGE ”



It's hard to believe Craig's previous ride was a bright orange Subaru Impreza. Something's obviously changed in his mindset, not entirely sure what, but we're extremely pleased for him and us!

“It's the colour,” explained Craig Levens while carefully massaging the microfibre over his candy-coated creation. “People love the colour, I get asked over and over what colour it is.” The 30-something Cumbrian custom car connoisseur is used to fielding colour queries; this one-off GTI is not his first attempt at a hot hue on a mad motor: “I had a bright orange Subaru STI before this,” he told us. “I was deep into the Scooby scene back then and the car had every modification available on it, as well as a lot of custom stuff.” Craig was obviously munching on the Scooby snacks pretty hard; the 450bhp flat-four 4x4 cost a rumoured £100,000 in parts and labour. Strong money indeed, but Craig did get a lot of Subi silverware and legend status among *Fast Car* types, bagging ‘Best in Britain’ in 2009 didn’t hurt either.

While what he’s trying to express may have changed, Craig’s got the hang of using colour to make a statement, but fast and loud have given way to cool and classy. “The car has undergone a couple of makeovers to get it to where it is now, but playing with colour has really changed its character all through the project,” he said. Craig admits the GTI was nice enough straight out-of-the-box, aside from a little rims-and-springs action he was content to leave it factory fresh. “My friend had one,” recalled Craig. “It was awesome to drive, from the first minute I drove one I knew I had to own one.”

Anyone who’s been on the hunt for a Mk5 will know the perils involved; there’s no shortage of cars, but small cars that go fast get trashed and/or pranged with inevitable predictability. A good few weeks of intense searching eventually unearthed what looked like ‘the one’. “I found it on Pistonheads, a black ‘54-plate Mk5 GTI, reasonably priced, low mileage and in great condition,” Craig recalled. “I had to move fast; I

saw the ad at eight in the morning and drove three hours that day to pick it up.” The mildly modded fifth generation Golf was perfect for what Craig had in mind: Eibach springs, BBS CH reps and a gentle tinkering with the ECU was the sum of the aftermarket antics. “I was planning to add some stereo upgrades and just a few bits and bobs really, that was it,” he told us.

Given his history with the STI and the fact that the car was delivered straight to Plush Automotive in Leicester on the day of purchase, no one was fooled. “The car was bagged within the first month,” he laughed. “Luke at Plush pulled out all the stops to get it done. Plush is always busy and you have to book months in advance. I wasn’t expecting to have the car even touched for ages!” Craig had barely got his name on the logbook in November 2009, and by the time fat man was sliding down the chimney that year plans were already underway to have the car at Ultimate Dubs early in 2010.

Show car status was going to call for more than merely bags and BBS. So, with a makeover needed and time at a premium, a plan was hatched to go all-out on the interior. “I wanted to do something completely different that would really make the car stand out,” Craig explained. A headliner to carpet bright aqua retrim contrasting against the factory black paint certainly did the job! “I added a lot of accents before the show like a Lambo Gallardo steering wheel and some Euro touches to the exterior; the whole package looked good.”

After Ultimate Dubs, Craig finally got to take the car out of Plush and back home to Cumbria... briefly. “Unfortunately that’s been the story ever since I’ve owned the car,” lamented Craig, “with family commitments, I’m unable to attend all the shows or take the car to places to have it worked on as I live about a four-hour



The staggered 19" RSV: S11 series RSF1 forge wheels may be a bit of a mouthful, but the fit, finish and uniqueness is what steals the show for us!



drive away from most of the shows and shops. Just recently for example I decided to lend my good friend, and owner of The Install Company, Phil the car so he could take it to as many shows as he wanted, which would enable him to showcase his insane skills and promote his new business. We do meet up at shows from time to time so I can have a look at my own car, which is quite a surreal feeling!" Craig admits the months that followed saw him slowly edge towards the slippery slope of another total makeover for the car. "Things started to get a little out of hand in 2011," he laughed. "I'd promised myself I wouldn't get as involved in another project as time-consuming or expensive as the Subaru, but, well, you know..."

Towards the end of 2011, Craig turned his attention to the engine; a light upgrade was to be the order of the day, he'd already done the whole fire-breathing monster motor thing with the Subi, so mild tuning would do just fine on the Mk5. Aside from the obvious cosmetic work on and around the mill, a lot of it courtesy of Forge, the 2.0-litre turbo has received a Revo Stage 2+ and HPFP (High Pressure Fuel Pump) upgrade. Craig reckons the PDT Tuning massaged motor now makes a little over 265 ponies with a healthy 290lb ft of torque. "I originally felt that I should have gone with the Edition 30 Golf, with the KO4 turbo as standard, but Dave at PDT unlocked so much power and drivability from the GTI engine, it's now a total blast to drive."

The following year saw the car largely undercover. Major mods were afoot and 12 months out of the limelight would barely get the work done. "Over the last few years Ultimate Dubs has kinda become the show that we work to as a deadline," he told us. "Pretty much all the major mods have been unveiled there."

Early 2013 would be crunch time and show-goers were in for a big surprise. If there is an exterior finish that can blend stunning, while subtle and crazy, with classic, it's the scrupulous solvent-based automotive nectar that is Candy paint, and Craig had acquired gallons of the stuff. "I wanted something different," he explained. "I always loved House of Kolor paints



and felt that this car needed something to make it stand out from the crowd. I wanted a classy colour that would never age.

"I looked at doing a colour that would go with my aqua interior at first but I found nothing that blew me away. Eventually I decided to sell the interior and the possibilities were endless after that. I always liked Candy red but this is quite a popular colour and a little boring if I'm honest, so I looked for different shades of the red, from dark through to light. That's when I came across the Brandywine; as soon as I saw it I was hooked. Because the original colour of the car was black it made sense to go with the black base coat to give the finished job a rich deep look; the desired finish we wanted was a beautiful Hennessy bottle red."

Candy is notoriously tricky stuff to work with, even seasoned painters fear it. The trouble is that true Candy isn't really paint at all, it's a translucent tint; a thin almost see-through coating that is as unforgiving to work with as the average traffic warden. The stuff has to be applied with robotic precision, anything but a perfect, even coat and you've left the door open





DUB DETAILS

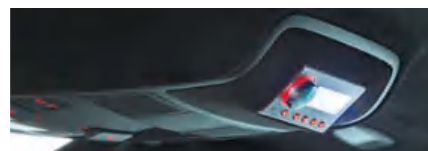
ENGINE: 2.0-litre turbo, S3 Intercooler, Forge Motorsport Twintercooler with black silicone hoses, Forge Motorsport polished oil cap, water cap, washer cap, polished atmospheric DV Valve, ITG intake painted satin grey, Autotech Uprated fuel pump internals, R8 coil packs, Stage 2+ Revo mapping, Eurojet Turbo back exhaust, Fuse box cover painted Satin grey, battery cover painted Satin grey, Forge Motorsport front-to-back short-shift, Forge Motorsport side-by-side short-shift

CHASSIS: RSV: S11 series 19" RSF1 three-piece forge wheels, centres painted matte gunmetal, lips and barrel painted gloss gunmetal, hidden hardware, 215/35/19 and 225/35/19 Nankang NS2 tyres, M14-M12 stud conversion kit, D12 gunmetal wheel nuts, AirLift front/rear performance struts, Bilstein rear shocks, Whiteline anti-lift kit, Powerflex wishbone mounts, Powerflex control arm bushes, H&R 24mm front anti-roll bar, H&R 28mm rear anti-roll bar, BSH rear drop links, AccuAir 'E' Level, 2x380cc VIAIR compressors, 2x three Gallonpolished seamless air tanks, chassis 'notched', strut towers cut to allow camber adjustment on the front, Forge Motorsport front: 356mm, six-pot BBK, Forge Motorsport rear: 330mm, four-pot BBK (includes separate handbrake caliper), calipers and disc bells painted in HOK Brandy wine with Charcoal 'Forge' decals

EXTERIOR: Full respray in House of Kolor Brandywine Candy, OEM Mk5 R32 Xenon headlights (split and painted Satin grey with Brandywine Mk7 GTI-style stripe), USA spec front bumper, smoked USA side-markers, Votex lip smoothed into front bumper, smoothed underside of bonnet frame, Mk6 Golf R mirrors grafted into Mk5 baseplates, Mk1 Audi TT filler cap grafted in, Edition 30 rear bumper smoothed together and edges faded away, front wings widened 10mm, rear arches pulled 5mm, R32 rear lights. Mk6 rear boot handle; centre of handle; centre of Votex lip; centre of rear bumper; smoothed GTI front grill; open fog grills; wiper arms; rear scuttle panel; and smoothed front slam panel all in Satin grey

INTERIOR: Wine/charcoal Alcantara trim (every panel), wine/charcoal Alcantara mats, carbon fibre and charcoal Alcantara Mk7 GTI MFSW, carbon fibre dash strips, door strips, fire extinguisher, centre console inserts, McLaren MP4-12C front seats trimmed with original stitch pattern, Mk6 GTI roof liner and visors, Mk6 GTD rear seats trimmed to match the McLaren stitch pattern, Alcantara MK6 GTI gear knob, US-spec driver's doorcard to replicate UK doorcard on passenger side, chrome tipped switches throughout, Cherry red hazard warning switch, Custom AccuAir controller in centre console, Hennessy air freshener, Dynavin N6 OEM-style head unit, Audison Voce Amp x 2, Audison Voce Component speakers, JL rear speakers, Audison 10" Voce subwoofer, Audison Bit 10D processor, Bit 10D controller custom-mounted in roof, custom stainless steel, floating polish tank, hardline install, white LED lighting throughout interior/boot install

SHOUT: Chloe for putting up with me, Phil at The Install Company: this car wouldn't have been finished without him. Russ Whitefield and Mark Gurney for all their help, Steve at Edge Automotive for the epic trim. Dale at Meguiar's UK for looking after the paintwork and keeping it fresh, Paul at C6 Carbon, Tim at True Paintworks, Kris at Forge Motorsport for all my Forge Parts and RSV Forged for my wheels



to blotches, dark spots and stripes in the finish.

"It took about nine months to paint the car," Craig said. "Tim at True Paintworks in Leicester did all the work. It took three months just to get the paint. Then it wasn't just the paint; Tim was faced with doing all the other bodywork mods as well." Craig told us he was more than a little eager to see what the custom Candy would look like on the car, but didn't put the paintshop on the clock: "I told him I didn't have a deadline for the job, just to take as long as it took to get it perfect. He took his time and did a fantastic job. He had the odd issue here and there but nothing he couldn't sort out. His skill is extraordinary, I mean just look at the car... it looks like it's covered in Cognac."

Tying the entire Candy brandy bad boy exterior makeover together are a set of seldom-seen RSV Forged three-piece split-rim wheels. "I chose them simply because I wanted something completely different, and I have yet

to see another set of these in the UK," explained Craig. "I went with the finish as it matches the Satin grey detail on the exterior of the car, tying it in perfectly. AirLift Performance struts with camber adjust, AccuAir management and Bilstein rear shocks assist with altitude adjustment: "The chassis is notched and lots of custom work was carried out by The Install Company to make the whole setup work," explained Craig, "including a full stainless steel hardline install. Mine is one of only two cars in the UK to have been done the same way."

Craig's lowriding Hennessy hot hatch is more than just pretty paint job, though. Aside from a myriad of understated mods blended into the bodywork under the Brandywine, the creative custom work continues into the cabin. "Initially I threw a stockish black interior in the car after the aqua trim was sold, although that was a stop-gap measure," recalled Craig. "I wanted a retrim that would work with the candy colour to

form an overall character for the car. The old aqua black contrast was bold and didn't take too many prisoners. The new interior blends better as it complements the exterior and brings out the class."

McLaren MP4-12C front seats are the centrepiece of the interior: "They were owned by a friend who I pestered until he gave in and sold them to me," Craig explained. "I knew they would be a great addition to the Mk5 interior and make it more unique." Steve at Edge Automotive in Rugby stitched up the black and Merlot masterpiece swathed in yards of finest Alcantara, and carbon detailing is peppered throughout as the Mk6 and 7 Series VW extras. "We ordered a US Spec driver's doorcard to replicate the UK doorcard on passenger side," revealed Craig. "It's a small detail, but that's what the project is all about; I wanted to concentrate on attention to detail everywhere." The Hennessy air freshener certainly didn't go unnoticed... ●



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RESTORATION MAN



Martin Barker is no stranger to these pages, neither are his weird and wonderful automotive reworkings. His latest, a RestoMod'd two-door Audi 80 from the mid-'80s, has got to be our favourite yet.

Words: Elliott Roberts
Photos: Nick Williams

We've always been drawn to cars modified in a more subtle fashion. Big, brash and garish just doesn't do it for us. We're far more into cars that keep delivering the more you walk around them and start to delve a little deeper inside. Martin Barker's latest creation is the perfect example. While 'less' may appear to be 'more' on first inspection, you soon begin to realise there is far more going on behind that near stock bodywork than meets the eye – far more than a



nice set of rims with a killer stance.

It's safe to say there has been something of a run recently of old-skool barn-find cars that have been unearthed, given the once over, MoT'd, bagged with a nice set of wheels then job done. Now don't get us wrong, there's nothing wrong with that. It's great to see old cars given a new lease of life. However, from a magazine article point of view, the story can begin to get a bit repetitive or boring after a while. Thankfully the project we're here to talk about today is a little bit more involved. Okay, a whole heap more.

As with most of Martin's cars there's far more going on behind the scenes than first meets the eyes. You only need clock the size of the spec panel to appreciate exactly what has gone into the RestMod makeover of his 1985 two-door (typ81), 1.6-litre, automatic Audi 80.

Imported from Germany in 2007 the poor thing can't have known quite what hit it after Martin and its original UK-owner (non-other than Steve Denton of Stylehaus fame) got their hands on it. After quite some time under the knife, it appears the modding stick has been

kind to this 30-year-old classic which has been brought up-to-date in the most complimentary way possible.

It's certainly not been a straightforward build or a quick one for that matter but makes for one hell of a story. We give Martin a good grilling to find out exactly what it takes to create a labour of love such as this. We also ask the more important question: having created something so unique and complete, what sort of mindset does it take to sell it on once complete? Yes, he's only gone and sold it!





Martin Barker – PVW Q&As

PVW: Hey Martin, hope you're well. It's been a while since we last featured one of your cars (PVW 3/12, in fact). What have you been up to since then?

Martin Barker: Settling down. Bought a new house and started a family! My daughter, Ada Molly, was born the following year. I've also spent quite a lot of time in the garage finishing the Audi ready for Wörthersee 2015.

PVW: I think at the time we ran your rail buggy you also still owned the Mk1 Scirocco you're probably best known for, plus the car we're here to talk about today. Bit of a hoarder, are we?

MB: I certainly used to be! Not anymore. Fatherhood and a mortgage puts everything into perspective. My collection is now slightly diminished. Next year I plan to move into my new, smaller, workshop at home so even more of my hoard will find its way onto eBay, possibly the buggy or Golf, too.

PVW: So you still own the buggy and Scirocco?

MB: I do still own the buggy and the Mk1 Scirocco, plus I have a track hack '83 Golf GTI, but I've deliberately focused on the Audi for the last 18 months, although I did manage to squeeze in the odd day here and there to help out with the reinvention of Jay Mac's Mk1 Golf (PVW 03/15). As much as I love working on cars, though, these days I have other things to occupy my time.

PVW: Is it safe to say your taste in cars tends to lean towards the 'dare to be different' camp?

MB: It's not a conscious thing. I started out over 25 years ago with a Mk2 Golf like everyone else but one day I drove a Mk1 at Deutchcar and I was hooked. Back then Mk1 GTIs fetched a premium like they do today, but you could pick up a decent Mk1 Caddy for £300, so that's what I ended up doing. I've had about ten of them over the years. It all unraveled when I met Mike Truluck of JabbaSport with his Mk1 Scirocco G60 in 1998.

PVW: What is it about VWs and Audis that drew you in to start with?

MB: I'm not sure. I grew up in the world of rally cars, so by rights I should have a garage full of Mk1 Escorts and, of course, my dream car: the Manta 400. My dad always drove Mantas then switched to Nissan Sylvias, 200SXs and 300ZXs – not a front-wheel drive car in sight!

PVW: So are we correct in thinking this is an Audi 80 Coupé and they're something of a rare breed, only available on the Continent and in left-hand drive?

MB: Enter minefield. The German paperwork called it an '80 coupé', but in the same way my old German imported two-door Mk1 Jetta was called a Jetta coupé. Neither are really coupés, just two-doors. To add to the confusion there is the 'Audi Coupé', which is based on the Audi 80 chassis and is a true coupé. This one is a typ81 face-lift and, yes, it is rare as 99% of them are four-door. The two-door was never available in RHD for the UK. It's made rarer still because this is the car Audi used to build the mighty SWB Quattro, so the saloons like mine are sought after by replica builders. I was actually offered £4500 for just my rolling shell by someone looking to build a replica.

PVW: What year was yours produced and were they all automatics, too?

MB: This one was built in 1985 and I've not seen another two-door auto. I'm not saying they don't exist, just that all the two-doors I've seen have

been 1.6 manuals. It's difficult to imagine these days but back then the two-door was considered to be poverty spec! This one even has clear glass rather than brown or green tint. When I cracked the windscreen on the way home from Wörthersee 2008 I had to get the replacement from Audi Sport in Germany as it's the windscreen used by the Sport Quattro.

PVW: Where and when did you discover the car and what condition was it in originally?

MB: I bought it from Steve Denton, it was originally his creation and it was mint.

PVW: Were you looking for a new project at the time or did it just happen by accident?

MB: I was definitely not looking for another project, I just fell in love with it.

PVW: Was it always your intention to modify the car from the start?

MB: Well Steve had already started. The premise was always that I would do an engine swap. In fact, that's all I had ever planned to do.

PVW: How much of the bodywork and paint remains standard or has it been fully repainted?

MB: Steve had shaved the door mouldings and repainted the sides when I bought it. I also got him to repaint the bonnet, although I can't remember why. Then while someone was borrowing the car they filled the boot with wheels and damaged it meaning that got repainted too. Obviously the bay has had a Devilbiss waved over it. Whatever is left is original and in time warp condition.

PVW: Was it a gradual build or did you carry out the work in one big push?

MB: Gradual. I used it for a while as is was but the drive to Wörthersee in 2008 showed up the failings of the air-ride system and being a 1.6-litre, three-speed auto, well, 2500 miles at 80mph saw its demise.

PVW: Tell us more about the donor car/engine, how it went into the bay and why you opted for said engine in the first place?

MB: Years ago my brother had a 2.8 V6 Audi 100; I said at the time I'd love to transplant the engine into something else. When the 1.6 died I started trying to source a V6 and soon realised I'd be better off buying a complete car. I bought a very low mileage 1992 80 V6 that had been traded in to a dealership in Manchester for £600. They had misdiagnosed a blown exhaust manifold gasket as worn tappets. The car was actually mint.

PVW: Is it safe to assume most time went into the engine bay preparation, as it's pretty dam minimal under there?

MB: I did the bay over a Christmas holiday; there are a lot of holes in an Audi 80 bulkhead! However, most of the work is under the dashboard. Removing stuff from the bay is easy compared to finding somewhere out of sight to relocate it to.

PVW: Please tell us the story behind the autograph on the engine cover; how did that come about?

MB: That is the signature of the legend that is Alan McNish. My friend 'The Darkness' spotted Alan looking at the car while it was on the Players stand at Goodwood Festival of Speed. With feline agility he pounced and immediately got him into a headlock and forced him to autograph the rocker cover. Alan was turning blue by the time he'd found a sharpie...

PVW: What was the hardest part of the build (outside of the many hours spent on the bay)?

MB: Converting it to stand-alone management.



The factory management just couldn't cope with my modifications, so stand-alone was the only choice. The fly in the ointment was that the TCU for the transmission was linked to the engine ECU, so it took a lot of work and development.

PVW: Which cars, if any, inspired the build?

MB: US RestoMods; this was just my European take on the theme.

PVW: What sort of style would you class the car as if you had to categorise the look?

MB: I'd hope that people would really consider it a RestoMod.

PVW: Some of your previous cars have been pretty full on. Did you have to hold yourself back with this one as not to go too over-the-top?

MB: I knew exactly what I wanted from the car from the start and pretty much achieved it so the temptation to go over-the-top was never really there. Sure, I could have spent more money on things like custom stainless headers and a carbon fibre engine cover but it was already a couple of years behind schedule and Wörthersee was calling.

PVW: Wheels are obviously an important part of

any project but as they're one of the main visual changes outside and they tuck so well, we imagine a lot of thought went into the BBS you're running?

MB: Hmmm, not really I'm afraid. I had the E50s in stock for my Scirocco and realised they would look good on the 80 as they look bigger than the RSs. The tricky bit was that I had to make the outer rims as nobody makes a 1x15" for an E50.

PVW: Where did you originally source the E50s and what are the vital stats?

MB: They came out of the loft of a Porsche guy I know. They'd been up there since the '80s. They are very early castings; a pair of them are even possibly from the first production run according to an old BBS guy I met a few years ago.

PVW: Now, looking at some of your previous projects, you don't strike us as the air-bag kinda guy. Was going for air an easy choice with this project or did you ever consider keeping it static?

MB: Well it was already on air when I bought it so going static wasn't an option. If I had kept the car the air-ride would have gone and the car

would probably also have gained an S6 supercharged V6 and manual 'box. I'm certainly not an air-bag guy, now more than ever.

PVW: What's it like to drive on the bags and with the V6 sat right up the sharp end?

MB: Temperamental transmission aside, it's lovely to drive and goes like stink. It doesn't like corners too much but that's more because the rear suspension on the FWD 80s is certainly not performance orientated.

PVW: How much of the work have you carried out yourself and who has helped with the project along the way?

MB: Other than painting the bay (Chris B), the striping on the tanks (Neil Melliard) and the quilted boot panels (Trim Deluxe), I did everything myself. I don't play well with others.

PVW: Now it's all done, what's your favourite part of the car?

MB: The bay, although I do love the way the pinstriping worked out in the boot as well. Neil Melliard is a genius.

PVW: If you could do it all again, would you? And what would you change about the car, if anything?





Getting the 80 sitting like this has not been a case of chucking a set of bags on and hoping for the best, check the massive *Dub Details* box to see just how much custom work has been carried out



DUB DETAILS

ENGINE: 2.8 V6 (AAH) from 1992 Audi 80 typ8C, Megasquirt V3 fully mapable ECU, MSEXtra software, MS2/Extra pre-3.4 Alpha 9 mounted to air box behind glovebox (similar to stock V6 location). Engine cover fabricated from two 1992 Audi V6 covers. BMW E30 M3 engine mounts (spacers on driver's side to get engine level in bay). Modified stock Audi V6 fuel rail to use Ducati fuel pressure regulator mount fitted with the Audi V6 fuel pressure regulator (to clear engine cover). Bosch 044 copy fuel pump by Syntec, nylon 8mm fuel lines, stock fuel tank except larger fuel outlet added to suit fuel injection pump. Bottom hose made from donor V6 hose (thermostat end) and Mk2 Golf 1.8 carb bottom hose (radiator end). Heater line made from Mk2 Golf heater hoses/aluminium tube. Heater valve relocated inside car. Heater matrix reversed and Samco 180-degree hoses fitted to give room for relocated heater valve. Modified stock Audi V6 idle valve with electrical connector removed and replaced with an in-line connector (to clear engine cover). Megashift TCU connected via Canbus to ECU. Software version 5102. Fully mapable. Gear indicator on dash (custom). Airbox made from Mk3 Golf GTI 16v. K&N type filter mounted behind glovebox in location where factory air-con went. Screenwash bottle not fitted, electrical and hose connection in passenger footwell. Fluid bottles for power steering and brakes hidden under raincover in scuttle. Core from typ81 1985 Audi 80 1.6, end cans from 1978 Audi 80 1.6, cooling fans and cowl from V6 donor, wired so that both come on together. Front loom extended passing along inner wing behind wheel arch liner. Engine and transmission loom is stock except it runs along the top of the transmission, excess wiring removed. Custom 63mm stainless steel exhaust with single Edelbrock muffler. Baffles added by HRP to reduce noise. Downpipes fabricated from stock V6 downpipes, TIG welded. Bung added for wideband lambda for tuning. Shaved engine bay with battery relocated to boot. Audi Ur Quattro gearbox, shortened typ8C drive shafts from V6 donor, stock V6 donor Audi V6 CV joints. Stock typ81 subframe with mounts added for V6 engine and auto 'box. Clearanced for large inner driveshaft joints. Mounts replaced by CNC'd aluminium mounts from Ur Quattro. Steering damper removed and column extended to suit. Audi 097 four-speed auto from 1992 Audi 80 typ8C. Rebuilt prior to Wörthersee 2015 with new friction material and TCC valve replaced. Mk3 Golf power steering pump with custom mount to fit V6. V6 pulley redrilled to suit. Panhard rod reprofiled to clear exhaust and adjustable turnbuckle added to allow wheels to be centred in arches. Narrowed typ8C with lower ball joints replaced by rose joints to be adjustable

CHASSIS: BBS E50 7x15", original 1970s Porsche 911 fitment, custom-made 1" outers, hidden 'go kart' valves on inner barrels (6" genuine BBS Motorsport inner barrels). No dust seals fitted to rose joints. Porsche 944 spare wheel with Nankang 175/55 R15 tyre. Custom GAZ front struts. Lowered and rotated steering arm to correct geometry for low running height. Universal Air Aero Sports springs. Air Lift universal Chapman struts and springs (rear). Air Ride Technologies Ride Pro FBSS solenoids. Pressure sensors fitted via custom adaptors. Mounted on boot floor Dakota Digital DHC2002 (ride height and pressure sensors) plus key fob remotes. Height sensors mounted to inner wings at front (behind wheel arch liners), rears mounted to false boot floor behind air tank. Unit mounted under driver's seat. False floor for air install, tanks in Rolls Royce Chocolate with gold flake. Stripes by Neil Melliard. Two Viar 380C compressors. Stock typ8C hubs from V6 donor, 4x108 hubs redrilled to 4x100 to suit H&R Porsche adaptors. Lowered ball joints to improve roll centre Front brakes: 288mm with Girling 57 calipers. Calipers from 1992 Audi 100 V6, same caliper still in use by Audi today. Front discs are 2000 VW Sharan TDI discs 288x25, redrilled to 4x100 and the inner mounting face skimmed 3mm to match factory V6 mounting dimensions. Stock typ81 flexi hoses. Rear brakes: stock drums, 4x100, drilled for Porsche pattern studs. 4x100 tapped holes still there, but Porsche studs would need to be removed first. Custom-made pedalbox hidden under dash. AP Racing CP2623 master cylinders with bias bar. 14mm front cylinder, 17mm rear

OUTSIDE: Side rubbing strip and mirrors deleted. Audi 90 front and rear lights. Indicators relocated into headlights. Rear lights tinted red including reversing light. Clear glass all-round

INSIDE: 1992 Audi 80 V6 donor instruments modified to fit stock 1985 cluster. Stock interior except Nardi wood rim steering wheel and air-ride controls in console. VDO console gauge mount and loom sourced from German GTE. Gauges from donor V6

SHOUT: My beautiful girls Georgina and Ada, Joe at Trim Deluxe, Roger at Pro Design Scooters, Jaymac, Pat and not forgetting The Darkness

MB: I will never do it again! But if I had to, I'd do it the same, just better. I learnt a lot about the V6 and its transmission during the build.

PVW: What's been your favourite moment of owning the car? Do any particular trips or shows stand out?

MB: Wörthersee 2015 was certainly something I won't forget, although maybe that's for all the wrong reasons!

PVW: What kind of reaction do you get from the general public when they see it in the street?

MB: It's great because it appeals to classic car people as well as VW/Audi people. It gets lots of thumbs-up when out and about.

PVW: We were saddened to hear you had sold the car just prior our shoot. Any particular reason for letting it go?

MB: There are a few reasons: first, I needed to thin out my hoard in readiness for moving into a smaller garage. Second, I came to the conclusion that air-ride is really not my thing. And, finally, because I realised that being the custodian of a car as rare and mint as this too serious a responsibility!

PVW: Are you working on any other projects at the moment or is there any particular car you'd like to put your own spin on next?

MB: My Mk1 Scirocco is coming back! It's been parked in the corner of my unit since 2007. Compared to modern show car standards it will be considered rough but that's okay with me as I intend to drive it hard. It won't have air-ride, it won't be slammed and it won't have hidden wiring... and I'll love it ●



Inside is all period correct and as Audi intended with Nardi wheel, headunit and air-ride gauges the only non-factory parts present





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ON THE LEVEL



In an age of quick fix builds it's nice to meet someone who's been getting stuck in on the same car for years and years like Carl Levy has with his hot rod-inspired Mk1 Caddy.

Words: David Kennedy Photos: Nick Williams

“I got in to VWs when I started my apprenticeship at a VW dealership,” Carl Levy started off. “It was inevitable after that wasn’t it? I was always in to my cars, I’ve got my dad to thank for that. He’s a real hands-on kind of guy, but it was when I started working at the dealership that my interest really focused you could say.”

You might think spending your nine to five turning wrenches on VW’s latest wares could put you off having anything to do with them at home, but for Carl it only fired him up more. “Four of the guys there had old modified VWs, a pair of Mk1s and a pair of Mk2s, so those lads hold a lot of the responsibility for this car,” he smiled. Carl eventually joined the fraternity with a tidy Mk2 Driver, his second car and the first to wear the VW emblem.

Under the guidance of his old-school loving colleagues, the Driver ended up running a 1.9-litre 8v engine on twin 45 Dellortos and then, when its sills gave up the ghost, that engine found its way in to another Mk2 that continued to serve him well.

“One of the guys from the dealership’s brothers owned a Mk1 Caddy pick-up and he brought it in one day and took me out for a drive one lunch break,” Carl remembered fondly. “I couldn’t even drive at the time and it was certainly no show car, but I pretty much decided right then that one day I would own one.”

Fast forward a while and Carl had sold the Golf and started looking for a Caddy, which, as anyone who has tried to buy a Mk1 Caddy before will agree, isn’t the easiest of things to do. With most of them being work vehicles from the day

they rolled off the Wolfsburg production line you won’t find one that’s had an easy life that’s for sure. And of course, it’s a Mk1, so rot, rust and just general wear and tear is usually a bigger issue than is ideal. The third thing any potential Caddy buyer has to deal with is that, for some unknown reason, a load of them get modified by people who, how shall we put it? They like to do things their own way...

“I found it on eBay and it was relatively local down in Portsmouth so I decided to pop down to check it out,” Carl remembered. “The most important thing was I wanted a solid chassis, the rest of it wasn’t as much of a concern,” he added. “This one was solid but with the fibreglass Audi RS-style front bumper it had, the limo tints and some seriously dodgy wheels to name just a few of the tasteful things it had, it wasn’t much of a looker! It also broke down between me buying it and collecting it, so it actually came in to my life on the back of a flatbed,” he laughed.

“I had no real vision for the Caddy when I got it though, I just wanted a cool truck, I’m as surprised as anyone it came this far to be honest,” said Carl. One thing Carl was sure of though was that it would be a rolling project. “I didn’t want to shut it away in a workshop and build it over seven or eight years, never rolling it out until it was finished. There are so many builds that go that route and probably half of them will never see the light of day or the road again,” he reasoned. “Plus my budget wouldn’t have allowed it even if I’d have wanted to!”

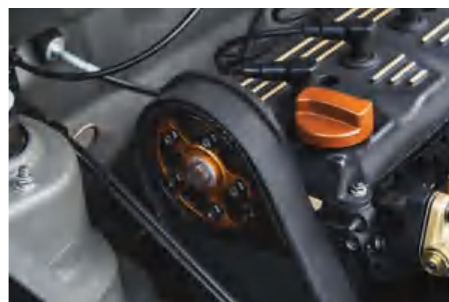
After getting the Caddy running and roadworthy again, Carl set about making it his

own. And surprisingly, now that it’s all done and dusted, he managed to stick to his plan of it being a rolling build too! We say surprising because we’ve lost count of the amount of people who say they’re going to do keep a build on the road while they work on it... and then five years later the SORN notices are piling up.

First on Carl’s hit list was the bodywork. The truck had been painted black already but it wasn’t a good job by any stretch. Add the holes left from the dodgy front bumper and it was obvious Carl was going to have to start from scratch. With budget in mind, he split the job in to two halves. After doing as much prep work as he could himself, the truck was sent off to Elite Panel Craft in Wilton to get the front end sorted out, the holes plated up and a nice fresh coat of Diamond black laid down. On the second visit the GTI arch spats were smoothed and colour-coded, the seams between the rear quarters and the tail-lights were worked over and the bare alley bed was painted in bed liner. With a set of 13” Revolution four-spoke wheels, a nod to Carl’s love of all things old-school, he was happy to take in a few shows that year with the Caddy as it sat.

“In 2012 the interior got a full overhaul, it was time to rip everything out and start again,” he explained. “I had already decided on a black and yellow colour scheme, so all I had to settle on was what seats to go for.” In the end our man settled for a pair of Cobra Classics in black with yellow piping. Retro Retrims, a company who’s name says it all, sorted Carl out with a pair of custom-made doorcards to match the Cobras and while they had the material out, put together a pair of matching B-pillar trims and a complete





DUB DETAILS

ENGINE: 2.0-litre 16v ABF, head ported, flowed, skimmed and diamond cut, twin-45 Dellorto carburetors, custom stainless exhaust manifold going in to custom Torque Technic stainless exhaust system, Mk2 GTI 8v gearbox with 4+E fifth gear, Bugpack rear mount, Midnight Garage Stage 1 mount kit

CHASSIS: 7.5" and 8x15" BBS RM wheels in 4x100 fitment, clay brown centres, polished dishes with gold bolts and centre caps, 280mm G60 brake setup with Goodrich braided hoses, front coilovers, rear axle flipped with 1.5" lowering blocks and custom adjustable bump stops, rear camber shims

EXTERIOR: Full respray in VW Diamond black, chrome front bumper, mirrors, wiper arms, grille trim and body side trims, tinted cross-hair headlights, crystal indicators, wing repeaters and rear lights, sliding opening rear screen, smoothed and colour-coded MK1 GTI arch mouldings, custom hand-built aluminium bed bike carrier, rear tailgate Pro Net, Flushed rear panel and fold away number plate

INTERIOR: Retro Retrims black vinyl roof lining, B-pillar trims and doorcards with yellow stitching, deleted rear-view mirror and sun visors, Cobra Classic bucket seats in black with yellow piping, Momo Jaguar wooden steering wheel, Porsche VDO voltage and oil pressure gauges

THANKS: Firstly and most importantly my girlfriend Becky Hill. She has been there supporting me every step of the way, she has spent countless hours of her time off helping out and even down to helping me type this write up, Kleenfreaks and everyone involved for all the support, my bosses Martin Thomas and Mike Fealy at M&M Autos for all the support and use of the workshop, Nick Williams for wanting to do this shoot, Joe Mallet for his welding skills, the Bpc_retro gang and the 'Causing a Scene' crew, Andrew Monteith for his stainless fabrication skills, Nick Collins and Lewis Simmons for coming and getting their hands dirty and a massive thank you to all the awesome people we have met along the way – you know who you are!



Carl's other half Becky pulling off the 'this photoshoot is bloody freezing' look well...



"I WANTED A STEALTHY AND AGGRESSIVE LOOK WITH JUST A FEW BRIGHT BITS TO REALLY MAKE IT POP"





Interior is a lovely place to be thanks to new Cobra Classic buckets and colour-coded Retro Retrims doorcards

headlining too. "The roof lining was probably the most challenging part of the interior," Carl remembered. "All the glass had to come out as the roof lining has to wrap under the seals and be bonded. The roof lining also comes through oversized so had to be trimmed as we went. As the roof lining just sleeves over three metal rods, like an old Beetle or something, the tricky part is getting it even and taught without any sagging."

When Carl bought the Caddy the engine was like the rest of the car; functional but something of a mess of mis-matched parts. A 2.0-litre 16v was matched to KJET mechanical fuel injection from a KR and a 2.0-litre Passat fuel pump but no lift pump from the tank to the fuel pump housing. This concoction of parts meant that it ran, but under any sort of load it'd misfire due to the lack of fuel getting in to the engine. After trying to sort things out with the fuel system from a 9a 16v and still failing to get it running right, Carl gave up and decided if he wanted to progress, he needed to take a step back towards his beloved carbs. A pair of twin-45s were picked up on eBay and a friend sold on the manifold he had to get them fitted up. Finally, the Caddy's engine was behaving itself, well, sort of...

"It was pretty tired in general, cylinder three had low compression and the rings were shot," he remembered. "I did what I could to keep it going for a while as I knew that if I was going to redo the engine it would mean pulling everything out and doing the bay at the same time which is no small job, so there were a lot of shows when the bonnet remained firmly shut," he smiled.

Eventually though Carl realised that the bay

was the last thing on his to-do list that needed ticking off so he couldn't put it off any longer. At this point there wasn't much left to do on the rest of the truck and the bay was severely letting the side down. As with everything else, though, Carl had it all planned out before he picked up a single spanner. "With most Mk1 bays, the first thing people do is cut out the scuttle and smooth the whole bay, finishing it in the highest gloss possible with a lot of polished and bling parts. I wanted the total opposite of that," he explained. "I wanted a stealthy and aggressive look with just a few bright bits to really make it pop, kind of a hot rod thing."

So rather than lose the scuttle, Carl decided to incorporate it in to the overall look of the bay by fabricating a covering piece for it. Inside the space went the Caddy's ECU, ignition setup, TCI pack, coil pack, horn and alarm and much of the loom too. "Doing the bay was a complete step into the unknown for me, and a lot of it pushed me out of my comfort zone," he admitted. "Yes, I'm a mechanic, so people would think it should be easy but unless you work for a very specialist company, you just don't do this kind of thing day-to-day. I work for a small VAG specialist so the bulk of our work is standard service and maintenance," he added. "You just don't get normal customers wanting engine conversions, smooth bays and wire tucks!"

Once the scuttle area was all sorted, the battery tray was cut out and the battery itself relocated behind the passenger seat, the coolant reservoir was junked in favour of a top fill radiator and the washer bottle was also unscrewed and

relocated. "I then lost the bulkhead brake linkage and servo by modifying the steering column and pedal box to run a G60 master cylinder off it on the advice of a friend," Carl explained. "Then my friend Joe came over and helped me weld all the holes up," he added before laughing, "and he only set fire to it once too."

Carl stuck to his budget guns when it came to painting the bay and opted for a few cans of Montana graffiti paint. Being paint designed for outdoor use, it proved plenty tough and looks just fine and you would struggle to tell it wasn't a pro job to our eyes.

"Sorting the wiring out was a nightmare. It was such a mess, me and my other half Becky spent hours and hours labelling everything up, tracing what went where and then extending what needed to be rerouted," Carl added. "Just to make it harder for us I wanted every wire to be black too, which probably wasn't the smartest idea in hindsight!"

Finally though, and with their relationship still intact, Carl was ready to put some power back in the Caddy's bay. The original engine was too far gone so a second was picked up. This, too, was way past its best and uneconomical to repair so the hunt for a third motor was on. Eventually a very low mileage ABF lump was sourced from a friend that had left it sitting unused for close to a decade but with just 15k miles on it. "I took the ABF off him and stripped and rebuilt it, replacing the rings, shells and the oil pump etc even though it probably didn't need it," Carl explained. "Then I sent the head off to be skimmed, ported and flowed before getting it back and going over

Custom wooden inset on the front bumper is a nice touch and ties in nicely with the BBS' centres



every little bit with 3M matt black texture paint, gold and a few bits in brown to make it pop, painting bits in our spare room and baking them dry in the kitchen!"

Carl's favourite part of the bay is something that is, well, almost impossible to even spot unless you know it's there. Deciding that the top-mount linkage for the Dellortos was a messy solution, our man set about creating a one-off setup to allow him to run an under-mount linkage instead. Doing this involved creating a one-off reverse mount for the alternator, changing the belt and a whole lot of head-scratching and custom fab work.

"I've never seen this done before and people may not notice things like this first time they look, some people may never notice it at all, but when people do notice, it makes it all the more

satisfying and worthwhile," he reasoned.

"Someone once said to me one of the greatest parts of modifying a car is injecting a bit of your personality into it," he continued. "I completely agree with that and as one of my other greatest passions is American football and I've supported the Jaguars since I was a kid and they became a franchise, I feel the little helmet I made in to a catch can is another of my favourite touches."

Now as we bring Carl's story to a close, we've got to level with you. There is so much to Carl's build we haven't covered here, the wheels, the custom bike, the wooden trims on the bumpers, the list goes on. And as much as we hate to leave a story half-finished, we quite honestly can't fit it all in! You see, when we sent Carl a few questions on his truck we said, like we do to everyone, 'put as much information in to your

answers as possible, it makes for a better feature'. Now, we do this because all too often we'll get answers back on a feature and we've got quite literally one-line responses to work with. Which as you can imagine, makes our lives pretty difficult! Carl though, well Carl went the other way, supplying nearly 7000 words on his truck – possibly under duress, we can't be sure – typed up by his partner Becky!

"To be honest, a silly goal I set myself a few years back was to get a feature in *PVW*," Carl smiled. "I thought it was pretty unrealistic at the time and didn't see it ever happening, so it's like a dream that it did and it's probably my proudest moment with the whole build," he added. "It's like reaching the top of the mountain, and as a small fish in a very big pond and means a lot to me." Carl, it's been our pleasure! ●



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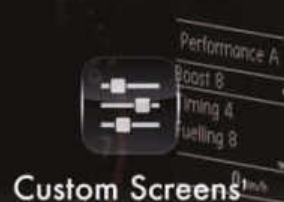
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Home-built and laced with PhD-level problems to solve, Jake Belfield's slammed and carb'd Mk2 Polo shows anything is possible if you're determined enough.

Words: Alex Grant Photos: Adam Walker

STATIC



CHARGE



“
YOU CAN'T ARGUE WITH THE
BANG FOR YOUR BUCK
YOU GET FROM ONE OF THESE...
”





“It’s become a bit of an obsession,” Jake Belfield says. “No one had got an old Polo this low before so we had to figure out the answers for ourselves.” And we’re talking answers to questions tougher than the working life of a Volkswagen Group diesel emissions engineer. A combination of tiny wheel wells, underbody protrusions and archaic 1970s suspension make this sort of sill-worrying almost impossible on a pre-1994 Polo, even with air-ride. With each millimetre it got closer to the floor, the Polo fought back even harder. Jake’s patience and do-it-yourself attitude is impressive...

“I’ve suffered a ball joint lockout, destroyed CV joints, smashed sumps and because the gearbox sits low on Polos I’ve also ruined one of those... on a cat’s eye,” he laughs. “Most of the issues have been solved now, but I spent a lot of time jacking the car up and testing different things out to get it this way. But it sits the way I want it and it’s setup to drive okay at that height, too.”

That hard work has paid off. Against the steel-and-concrete backdrop of our photoshoot location, that square-edged contrast of chrome-on-Tornado red pops even more than it did when it picked up our Sponsor’s Choice award at Edition 38 this year. From the ground (and car)-breakingly low ride height to the 145bhp bike carb’d engine in its smoothed bay, and even that classic interior, everything just works. Yet, for the two years this project took to build, suspension gremlins have been one of many jobs which have done anything but work.

That ongoing struggle was never the result of some carefully hatched masterplan either. Although the 25-year-old Staffordshire-based plumber has had a long line-up of Volkswagens – numerous other Polos and a modified G40 among them – he initially just wanted a runabout for the summer. “I picked this up from Telford on the way back from Ultimate Dubs in 2013. The paintwork was every shade of red you could imagine, it had dirty grey standard seats, a lowering kit, P-slots, and most of the rest of the interior had been ‘retrimmed’ in some horrible beige suede material. It was a cheap car, though, so I wasn’t bothered.”

On the upside, that meant there was nothing

to be too precious about. “It was so much fun at the start because it didn’t owe me anything, so I wasn’t scared of doing whatever I wanted to it,” he says, adding that the factory-fitted 1.3-litre carb engine didn’t even make it to its first MoT. By the time it first hit the ramps under Jake’s ownership, it was getting there under the power of a 1.6-litre eight-valve engine from a Mk4 Polo, running bike carbs. He’d also taken an angle grinder to the springs and rollers to the arches ready for its new 15-inch BBS RZs.

This didn’t last long and, after hauling it around for its first show season, the Halfords paint sampler bodywork and DIY stance had outstayed their welcome; so too had that engine. But rather than making things easy for himself Jake opted for something a little less plug ‘n’ play... and then added even more complexity on top.

“There’s always the temptation to put a G40 in a Polo – they are amazing and go straight in,” Jake says. “But I thought I’d at least give the 1.4 16v AFH engine a go, just to see what all the fuss was about. They’re cheap and easy to source and you can’t argue with the bang for your buck you get from one of these.”

As much as it might sound simple, given that the block is broadly the same as what’s fitted to older Polos, it’s not a straightforward conversion. One of the engine mounts has to be modified to make up for the lack of a power steering pump, the oil pickup shortened to fit the shallower (and less vulnerable) Mk3 sump and anti-roll bar mounts (based on parts from the Polo G40 Cup racing cars) are needed to clear the exhaust manifold as well as to correct the caster/camber angles after a heavy drop. A matching flywheel and starter motor, specifically from a late Mk3 Polo, are also required to make everything work without more fabrication and cutting.

Jake had initially turned down the offer of a pre-built AFH bottom end with the 1.6-litre GTI internals but the lure of more power without the need to source additional parts was too strong to resist. As was the noise, and power, offered by the Keihin carburettors mounted on a home-built inlet manifold. He even built his own exhaust system – including modifying the

DUB DETAILS

ENGINE: Polo 6N 16V (AFH) engine conversion, 1598cc Polo 6N2 GTI crank, con rods and pistons, Polo Mk2 ignition system, Keihin CVK 600 bike carburettors, custom inlet manifold, full stainless steel exhaust system, Polo G40 clutch, starter motor, flywheel and five-speed 8P gearbox from 1272cc SPI Polo, polished rocker cover, Omex rev limiter and launch control, full wire tuck, fuse box relocated behind the dashboard, battery relocated to the boot, custom engine mount, firewall removed and smoothed, heater matrix removed and bulkhead holes plated, engine and gearbox raised 25mm, washer bottle removed, top-fill radiator

SUSPENSION: 7x15 (front) and 7x15 (rear) BBS RS wheels, 165/45 (front) and 165/50 (rear) Nankang AS 1 tyres, TA Technix coilovers with shortened 300lb springs (front), Polo 6N rear coilovers, MaxRPM.de solid camber-adjustable top mounts, Mk2 Golf 16v calipers with drilled disks, Polo G40 Cup Car nylon anti-roll bar blocks, polybushed track control arms, Series 1 suspension ball joint extenders, notched and reinforced chassis legs

EXTERIOR: Arch trims removed, arch spat holes smoothed, single headlight grille, LHD-spec nearside rear light cluster, rear wiper removed, tailgate badges removed and smoothed, full respray in Tornado red

INTERIOR: Early white-striped Polo Coupé S interior, Polo Coupé S clocks with rev counter, black carpets, upgraded Alpine 6x4 speakers, Pioneer TS-WX210A under-seat subwoofer

SHOUT: My mum and dad, Tom Whatley Auto Tuning for help with the engine, Ant at ARG Refinishing for the excellent paint job, Jord and the lads for any help throughout the build, AJ Walker for the shoot



“
LOOKING AT THE SUPER-CLEAN STYLING
I KNEW I HAD TO
HAVE SOMETHING LIKE THAT
”



manifold for extra clearance – before shipping it off for a rolling road session to make the most of its new-found capacity.

“There was enough advice online to help me get the engine in easily enough,” he says. “But it wasn’t that simple getting it running. I had a few problems with wiring and it wasn’t starting when it was hot, which plagued me for a while. Then I had a leaking crank seal, so I had to pull the engine out twice to sort that. But the 1.6 bottom end just gives it that bit more kick. I’ve never looked back, it’s so much fun to drive.”

The big change, visually, was the start of what’s become a labour of love since. With the Polo in bits and attention being poured into rectifying bodge jobs from previous owners, Jake took the opportunity to swap the Polo’s chopped springs for a set of TA Technix coilovers and a set of OZ Turbos before the show season, then spent most of last summer

fighting the car to get it closer to the road. This wasn’t a job for off-the-shelf parts. “Rear coilovers for pre-’94 Polos don’t go low enough and the spring rate is really soft, so they aren’t really worth it,” he explains. “So I used 6N rears which have a better, heavier spring in them. But they need some spacers at the bottom and I’ve come up with a custom top mount for where it mounts up to the body to get them fitted nicely.”

The Polo’s front suspension, with the hub attached to the strut, meant choices were a bit more limited. Not happy with the ride height even with the front platforms fully wound down, Jake swapped to shorter 300lb springs, then built his own lowered top caps and mounts to shed another 15mm of ground clearance. It’s a setup he’s since replaced with solid, camber-adjustable top mounts because it still wasn’t low enough. But even that wasn’t the end of it: “It did the trick but also caused a lot more problems. We spent

most of the summer getting it right. And these cars have scarily thin chassis legs, so I had to notch them, then plate and strengthen everything so it was up to the job. I’ve had to modify the engine and gearbox mounts to raise them, too.”

All of which sounds like a lot of commitment but with the Polo getting plenty of his attention, and Jake getting a truckload of inspiration when he took it to shows, he was hooked. As last winter rolled in he had two choices: sell up and start again or finish what he’d started. “I went to a lot of shows that summer and looking at the Mk1 and Mk2 Golfs with the super-clean styling I knew I had to have something like that,” Jake says. “So I kept the car and went crazy on it. By that point I knew how I wanted it to look. It was just a case of putting the hours in to get it looking nice.”

In his case, that literally meant putting his own hours in. Jake spent most of last winter



preparing the Polo for its trip to the bodyshop, stripping it back to a bare shell and tackling the engine bay bit by bit after work. It's no half job either and involved cutting the firewall cut out and smoothing it, while the battery, heater matrix and fuse box which once lived behind it have been relocated or deleted altogether – something Jake says was a massive challenge given the lack of space behind the dashboard.

All of the redundant holes and brackets, the mass of wiring and the washer fluid bottle were removed, and the top-fill radiator meant there was no need for an expansion tank. Jake built all of the blanking plates, new brackets and custom wiring himself before grinding it back to bare metal. The single shade of Tornado red was applied by nearby bodyshop ARG Refinishing over bodywork now clear of its rub strips, plastic arch extensions and dents in the arches caused by catching tyres. It's one of only a few jobs Jake hasn't taken on himself.

And, with all that obsessing over ride height, it would have been a shame not to update the

wheels. The Coupé's latest lot, an already-refurbished set of BBS RSs, turned up in Leeds needing only smaller dishes on the front to get the staggered look he was after. Jake reckons it was a welcome change from the long list of headaches elsewhere.

The finishing touch was the interior. "I've had a few sets of seats in it but I've always wanted an Eighties race theme. I did look at the usual Recaros but nothing worked as well in my head as the early white-striped sports seats from a Coupé S. They're hard to find, but a friend down south happened to have this interior in his garage, with the black carpets. Nothing compares to that classic OEM style, and I've never seen another set as good as these."

And the car's worked hard since. We clocked Jake and the Polo earlier this year and, in the meantime, it's made the trip over to MIVW as well as getting a front-of-house space on our stand at Edition 38. A car good enough to cut it with builds from the best in the business, which speaks volumes for Jake's attention to detail.

"I've been impressed, it's really usable and it gets punished as well as polished," Jake laughs. "Due to being quite low I'm limited to how hard I can drive it but I had this set up properly and on the rolling road it made 145bhp, so the difference between this and my old G40 was massive. It's quite smooth whereas the G40 was pretty aggressive. But I'm still a sucker for a supercharger."

So, given that Jake's now nailed it, is it time for a change? "Getting all the love, trophies and now this feature was something I never set out to do," he replies. "I've managed to drag it from a cheap runaround through the ranks to what it is today and I've still got lots of ideas – mostly involving lots of money."

Based on past experience, we reckon that means he's due plenty more evenings in the workshop. This might not have been kick-started by well-laid plans, but a lack of willingness to give up has put Jake's Coupe among our favourite cars of 2015. We reckon it's an obsession that's definitely worth feeding ●





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STRANGER THAN FICTION

Whilst looking for somewhere to hold their 2015 show the DubFiction crew decided to go back to basics and hold it at their monthly meet location, the confusingly named The Bull l' th' Thorn.

Words: David Kennedy Photos: Adam Walker

No, it's not a typo. The Bull l' th' Thorn is a real place; a pub with an adjoining campsite located in Buxton in Derbyshire and the location for the DubFiction show this past summer. It's also the most confusingly spelt show location we've ever seen! The location might be confusing but the choice sure isn't.

DubFiction actually holds its monthly meets at The Bull l' th' Thorn site and figured it would make a great location for its show this year. It wasn't wrong either, even the weather played ball and there were loads of cars in attendance from all over the area and from further afield too. Cars like... ●



19/07/15
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Above: We just love this breadvan on Compomotives... and how often does anyone lust after a breadvan?
Left: Golf Country's are always cool
Below: Route32's Mk1 continues to wow the crowds on its custom-made BStar splits





Left: Jules Loose's S4 is just all kinds of awesome on its new RAD48 splits. We want it, bad... although we're more Nike people, sorry Jules. Graphics on cars seems to be a popular move at the moment, as the RS4 and Mk5 below prove



DubFiction attracts all kinds of metal from out-and-out show 'n' shiners to your more used and abused daily drivers, and we just love how varied the showfield was





Right: Local boys Awesome popped along to show of their latest wares and pose for 'look chilled whilst wiping the rain off your car' photos like the professionals they are

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DIRECT ACTION

The Forge Action Day billed itself as having 'something for everyone'. A lot of shows promise that but few actually deliver. Fortunately it more than lived up to the claim.

Words and photos: Paul Cowland

The recent Forge Action Day at Castle Combe may not have exactly broken its own mould in terms of show content but when you factor in the impressive mix of track action, cool cars and big aftermarket manufacturers, you could argue that following the old adage of 'if it ain't broke, don't fix it,' was definitely a wise move for the event's organising team.

This was the fifth year that Gloucestershire tuner Forge has added its weight, ideas and industry friends to Castle Combe's tried-and-tested Action Day format, and the result is a truly eclectic gathering that has become known for its ability to attract the most diverse range of cars and enthusiasts on the UK show calendar. It's certainly the most inclusive of all UK shows and one of the very few places where classic and retro cars – and their respective owners – rub along happily with Japanese and Euro cars, race and drift machinery, and even kit cars and specials. When describing the attendees at this show it's easier to pick a genre that's not here rather than ones that are. Put simply, if it's got an engine and wheels, it's welcome at Forge Action Day.

The weather may have started off dull and overcast, with a sprinkling of rain making for some exciting early track sessions, but true to form for the last five years, the sun broke through in the afternoon to bathe this picturesque venue in scorching heat. Just what the doctor – and guests – ordered! Divided into 15-minute sessions, the track was a hive of activity all day, with enthusiast owners of all marques taking time to acquaint themselves with Combe's demanding crests and curves. With clubs being a big part of this event, the metal on track was often as weird, wonderful and diverse as the static displays in the paddock.

A unique aspect of the Forge Action Day concept is the trade village in the middle of the showground itself. Thanks to Forge's unique standing in the marketplace, many of the firm's technical partners chose to support the show and exhibit at the circuit. Blue-chip names like The Performance Company, Milltek, Tarox, Bilstein, Meguiars, APR, Powerflex and Toyo Tires all lined-up to show off their latest wares, as well as networking and swapping tales of derring-do on track. Many put on special show offers throughout the day, and show-goers were keen to grab a bargain whilst they were there.

As hosts, Forge Motorsport naturally pulled out all the stops to make this year's show something extra special. Due to the diversity of its









portfolio, the Forge stand showcased everything from picture perfect air-bagged show cars through to battle-hardened racers. Stand cars ranged from a cover-star BMW 1 series with a full BTCC bodykit through to old-school Dubs and Mercs. Naturally, many of the Forge team's own projects were in pride of place out front. The firm's world-famous Mk1 show car, owned by Zac Miles, was universally loved by all who visited and the Forge team also handed out beautifully engineered trophies to the best cars of the show, too, with the quality of many exhibits being simply breathtaking.

Many clubs took the opportunity to take an exclusive session out on the challenging circuit, with sponsors Meguiars even allotting an exhibition run for the airbagged and custom-painted show cars that don't normally get to pound the track in anger. Offsetting these somewhat 'careful' laps, however, were the insanely talented drifters who were drifting at well-into-three-figure corner speeds and filling the venue with plumes of acrid smoke. As well as the usual Jap and BMW suspects in these sessions, it was great to see Mk2 Escorts and Hot Rods pushing hard in the sideways selection, proving that the diversity of Forge Action Day content even extends to the track!

Catching up with Forge MD Peter Miles after the show, it was clear that the 2015 event had been another great success from the viewpoint of all parties. "It never fails to amaze me what a fantastic selection of cars and people this event attracts," he said. "I'd like to give my heartfelt thanks to all the owners, clubs and enthusiasts that have supported us today. This event has always been about throwing the doors open to a show that welcomes every genre, every marque and every scene in a celebration of great and interesting cars from across the spectrum. Looking out across the showground today and seeing the amazing sights on track, I feel that the Forge Action Day has once again delivered on that promise. Thank you to everybody that makes it all possible. We very much hope to do it all again next year!" ●



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OVERHAULING

We've seen some tidy T5s around over the years but Shaun Lewis' ever-evolving 'Bang Bus' is arguably the best yet. Here's how he took what many regarded as the UK's best T5 and made it even better!

Words: Elliott Roberts Photos: Jape Tiitinen







I think it's safe to say the modified T5 scene has gone absolutely bonkers over the last few years and has even surpassed the craze that surrounded the original Caddy. They're everywhere! What is probably not so safe to say is that a lot of said T5 customisers (the majority, even) don't seem to have very good taste. There, we said it. Bring on the lynch mob! Don't get us wrong, there are some pretty sweet T5s out there and the market is huge but a lot of the owners tend to lean more towards the 'more is more' school of modding. Brash, OTT and in yer face is usually order of the day for most T5 owners. Not all of them though. While Shaun Lewis may have ploughed a load of time

(not to mention a large chunk of his hard-earned cash) into producing the ultimate T5, it's as much the stuff you don't see as that which you do that separates his example from any other.

We were actually a little bit worried that with the launch of the all-new T6 might many T5 owners would jump ship and upgrade to the latest platform. However, with such subtle visual changes over the previous T5 we now don't see that happening any time soon. The T5 is a classic VW model that ticks so many boxes and meets so many people's needs it's no wonder there are so many on our roads today. In short-wheelbase form, with the right spec and creature comforts in place, it makes the perfect

daily driver and can happily be used as a replacement for a regular car. However, in one of the many commercial specs available (be it combi, flatbed, tipper, etc) the T5 is a totally competent workhorse, too, for those wanting to use it hard for daily business.

Despite the credentials and vast improvements over the old T4, Volkswagen could never have predicted the T5 would become quite such a hit, though, and while perhaps not quite on par with the Type 1s and 2s bay windows just yet, we think it's safe to say the T5 will soon become yet another cult VW model to join the many others created at Wolfsburg in the past. We don't think any one



model of car has quite so many magazines and forums devoted to it as the T5 does.

Shaun Lewis was one of the first to jump on the bandwagon and he's never looked back... well, not until now. Yep, Shaun is no stranger to T5s or the pages of *Performance VW* for that matter. We first featured his T5 van back in *PVW* 2/13, alongside another equally cool bus which belonged to Toby Dorrell. To be honest, we thought Shaun's 'Bang Bus' was pretty well fettled but it transpires 28-year-old Shaun had other ideas. Let's just say it's changed in almost every way possible since our last feature, even if that's not overly obvious on first impression.

The two most radical things that have

changed since last 2013 are the wheels and the conversion from van to minibus but under the surface there's far more to the upgrades than meets the eyes. Over the past couple of years Shaun's pretty much altered every conceivable area of the bus, with an interior retrim, decked-out rear, a full respray, as well as engine, suspension and brake upgrades.

Shaun originally purchased the van back in 2008: "They'd only been out a year or so and I was looking for a low-mileage used T5 that wasn't white." He soon found a red 1.9-litre 88bhp TDI five-speed. "Coming from a well-spec'd Skoda Fabia with heated seats, cruise control and electric windows, the van was pretty

much poverty-spec, especially with the wind-up windows," he laughed. But it wouldn't remain that way for long. Shaun wanted a van to allow him to cart his Motorcross bike and kit around in style: "I was using it daily at point, too, and it was a great all-rounder."

Not long after his last feature, though, Shaun had a pretty bad accident on the bike which meant he was out of action for some time. This was one of the main reasons he broke out the electric saw and switched to the minibus format. Chopping whopping great sections of steel out of the side and rear doors of your beloved T5 van to make way for glass is no mean feat: "If I could do it all again I'd use a different, slightly



more precise approach rather than the electric saw but we got there in the end." Paul has his friends at DG Motors to thank for a lot of the hands-on work, advice and general support throughout the build: "I'd usually rock up, start work and generally get in the way until they helped me out." We think Shaun's being rather understated here; he knows his T5s inside and out and working alongside the DG guys gave him the confidence to take on more and more as he went along.

For this second overhaul Shaun fancied getting a bit more 'go' from the 88bhp 1.9TDI four-banger, so he set about having a hybrid turbo built by one of the guys from the Briskoda forum: "I've seen a bunch of people run them on 1.9s so I knew it was a good solution." The turbo itself is based around a PD150 core with a 170 compressor wheel and it's a direct replacement for the standard unit. A Forge Motorsport intercooler has also been drafted in, along with a PD130 inlet manifold from a Passat which faces the gearbox (as opposed to a Fabia item which faces the cambelt). Shaun was previously running a de-cat setup but has since fitted a Scorpion system, too. The EGR and flapper have also been deleted. At the time of going to print Shaun had just fitted uprated PD130 injectors and was booking the car in for a rolling road tuning session and map. If he keeps the van then there are talks of even opting for a Q7 turbo on a tubular manifold, but only time will tell whether that happens or not. It all depends on the results of this current upgrade. Shaun claims the van was previously running 170bhp, which is when the injectors maxed out: "If I can get around 240bhp then that would be great. I'd rather have that and be boosting all the time rather than 300bhp and be all or nothing."

As you soon come to realise with Shaun, he doesn't do anything by halves and the purchase of a 140bhp TDI six-gearbox is proof of that: "It was a lot of money but should really transform the bus." That said, it's not that long since he previously forked out on a G60 flywheel, a Sachs silent clutch disc, and a Sachs race pressure plate for the five-speed, so it's been an expensive exercise in general. Unlike some five-speed boxes where you can simply add a case on the end for a six-speed gear to be added, that's not possible with the T5 setup. "I've watched a bunch of videos of similar spec'd T5s using the six-speed 'box and it should work well. We'll see..."



When it came to the suspension, Shaun's been on something of a roller coaster ride: "I had probably the second set of T5 AirRex bags in the country but the problem was that the T5 setup is similar to how a Mk4 Golf is in that the piston wants to constantly turn." On a Mk4 the solution to prevent them trying to undo themselves is simple: you put a bolt through the top to stop it rotating. However, on a T5 the top of the body is double-skinned, so that's not an option. Shaun has spent many hours working alongside the guys at DG Motors to try and rectify the problem: "AirRex has a new solution now that uses spherical bearing top mounts but they ride really firm. My current solution uses the original struts but with a thrust bearing under the top to keep pressure on the shocks





“
I HAD PROBABLY THE
SECOND SET OF T5
AIRREX BAGS IN THE COUNTRY
”



and stop them working loose. It's worked all season and I've had no nasty knocking all year, so I think we've finally solved the problem. The rest of the suspension is pretty unique, too. Rear bag mounts, top and bottom, have been fabricated. The front bags have been modified to accept 3/8 lines. Out back, Shaun's good pal Si Hitchen of Syco Graphics ordered custom Gaz rear shocks to his own spec for Shaun. Air Lift V2 management is in charge of lows while twin Air Zenith OB2 compressors (which Shaun rates very highly) finish off the air install. While the underside was receiving its overhaul Shaun got even more carried away: "I spent another fortune on fitting full Powerflex polybushes, an adjustment rear kit (which allows me to fine-tune the rear tow and prevent tyre wear), plus I had

all arms, hubs etc powdercoated and Trabistyle hose holders installed." As for stoppers, a Forge six-pot 356mm kit was used up front, with a Rayland Racing 335mm Wilwood/AP Racing complete with braided lines at the rear.

Having clocked up almost 100k since he first bought the van, Shaun knew if he was going to keep on top of his game then a full respray was in order: "There was a small dent in the rear which had previously been repaired and was starting to show again. That, combined with the van to bus conversion, meant that it made sense to paint the whole thing." Oh, and then there was the full T5.1 genuine Caravelle face-lift he performed, including new front bumper, rear bumper, wing mirrors, crash bars, plus all-new OEM glass throughout. The bloke's a nutter!

Despite how much impact it has, the interior was actually toned down this time. Shaun's the first to admit it was a little bit too loud the first time round. "When we stripped it out to be painted it was amazing how much room the full T5 interior takes up," he smiled. While lashings of black Alcantara were applied over the dash and pillars, it's the A5 seats and Cannon Forge rear rock and roll bed that steal the show. Other additions include the 2013 VW Beetle steering wheel, T5.1 dash centre, carbon-skinned parts with satin finish, single-piece rear floor and roof lining, Anthracite rear carpet lining, five bulk packs of Skinz sound deadening throughout, plus a whole ton of audio and the obligatory 24" LG LED smart TV: "I spotted the full black Caravelle carpet at Mersey Speed and kept on at them till



20" Rotiform FUCs are the van's latest rollers and we think they're the best set yet. Forge six-pots and 356mm discs up front partner a Rayland Racing 335mm Wilwood/AP Racing setup at the rear



DUB DETAILS

ENGINE: 1.9-litre TDI with hybrid turbo running PD150 core and PD170 compressor wheel, Forge intercooler, PD130 intake manifold, EGR and flapper delete, de-cat and Scorpion exhaust. Currently running around 170bhp because of injectors maxing out, six-speed 'box planned, plus PD150 injectors aiming for around 240bhp.

Transmission: Currently standard five-speed but six-speed conversion is underway. G60 flywheel, Sachs silent clutch disc, Sachs race pressure plate

CHASSIS: 10x20" Rotiform FUC front with 245/35 (front) and 10.5x20, Rotiform FUC rear with 245/35. 17" spare wheel with 45mm spacer to clear brakes. Phase one AirRex T5 kit with custom front top mounts and lowers, rear bag mounts top and bottom. Modified front bags for 3/8 lines. Custom Gaz rear shocks. Air Lift V2 management, twin Air Zenith OB2 compressors.

Full Power Flex bush kit, extra rear toe-in adjustment rear kit. All arms and hubs powdercoated Trabistyle hose holders. Forge six-pot 356mm front kit, Rayland Racing 335mm Wilwood/AP Racing rear setup. Fully braided lines

EXTERIOR: Full doors-off repaint, complete T5.1 genuine Caravelle face-lift including front bumper, rear bumper, wing mirrors, crash bars etc. All powdercoated, complete genuine reglass with 50% tint. All panels out to fit the rear windows, Xpel paint protection film on the front bumper

INTERIOR: Audi A5 front seats retrimmed. Cannon Forge rear rock and roll bed, retrimmed dash and many other parts, 2013 VW Beetle steering wheel, T5.1 dash centre, carbon-skinned parts with satin finish, VW Caravelle black cab carpet, VW Caravelle door seals, single piece rear floor and roof lining, Anthracite rear carpet lining, five bulk packs of Skinz sound deadening throughout. Audio: Kenwood DNX521 DAB Hertz HE4 with ESK165 and ECX690 speakers, Hertz HE1D with twin ES200.5 subs, 24" LG LED smart TV

SHOUT: Alex Begley (wingman), Andy Hatton, Chris Wright, Rachelle Smith. Everyone at: Dub Fiction, D.G Motors, The Polishing Booth, Syco Graphics, Pride and Performance, Cannons Forge, C6 Carbon, Kleen Freaks, Forge Motorsport, Awesome GTI, Kenwood UK, Rotiform, Scorpion Exhausts

they sold it to me." It's the little details, like the full size 17" 'space saver' hidden underneath (which is now essential in order to fit over the whopping great brake setup) that we love.

With so much time and money invested in the project, getting the right wheels was essential. Since the last feature, when the van was running 20" Audi A7 S-Lines, Shaun's had a set of trusty (but heavy) BMW X6s wheels, some Rotiform INDs (in rare 5x120 fitment) and a set of custom multi-piece wheels from the States which, according to Shaun, were such a disaster we think it's best we don't mention them. Eventually, Shaun did the right thing and emailed Rotiform to spec up a proper set of custom wheels tailored to the van. And, boy, are they the icing on the cake. "I wanted wheels with a bit of a classic, old-skool style but in a more modern, oversized fitment and the FUCs that Brian at Rotiform spec'd are spot-on." They may have taken a little while to arrive but they were certainly worth the wait.

After the full respray this time, despite the

fact it now only gets used for shows and on special occasions, Shaun decided to invest in the full Xpel paint protection film treatment on the front bumper to make sure it remains perfect. "I must admit I'm a bit of a tart when it comes to looking after it and especially when parking. I get some funny looks when I park it over four spaces!" he grinned.

Shaun had contemplated selling the bus last summer after the trip to Wörthersee and he quite fancies a Merc CLS but it's safe to say the revised version isn't going anywhere for a while, especially now he's got all that extra power to play with. We're struggling to imagine anybody topping this creation but we wouldn't put it past Shaun to already have other ideas in his head. The last thing he mentioned was a Garrett GTB2260 turbo and equal length manifold: "It would probably involve pulling the engine, fitting PD150 head bolts and cleaning out the inlet tracts after 100k+ miles but boy would it be worth it." What ever you say Shaun, we're happy to just jump along for the ride... ●



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I WANTED WHEELS WITH
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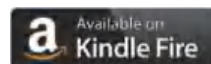
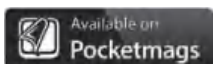
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CAR OF THE YEAR 2015

We know we say it every year but choosing what cars should go in *Car of the Year* really sucks. In fact, it's probably the thing we look forward to the least out of all the things we have to do for the already-a-pain-in-the-neck-December-issue every year. And with the standards of cars getting better and better, every year it gets harder to whittle them all down to just 28 choice picks. There are always so many cars left over that we want to include

on the short list that we all end up feeling really guilty! But that said, we always get there in the end. So here they are, the 28 best cars of 2015! Which are your favourites? Don't just think it to yourself, tell us! Email pvw@unity-media.com with your three choices split in to first, second or third places (don't just vote for the same car three times, that doesn't work and we end up laughing at you...) or better yet, visit www.performancevwmag.com/coty2015 where you can vote in seconds. We'll announce the results in the February issue – go! ●

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JANUARY | MIKE LOVE | MK3 JETTA RWD TT (USA)

A twin-turbo, longitudinally-mounted VR6 with a spec list to kill for in a Mk3 Jetta? Awesome, right? What about if it drove the rear wheels through a mixture of custom fabbed parts and BMW chassis pieces? And the whole thing was finished to a level that would clean up on any showfield going? Mike Love's Mk3 Jetta is just that! It's not hard to see why Mike's car had our jaws hanging wide open when we first saw photos of it pop up online!



JANUARY | JORG BALLERMANN | MK1 GOLF 16V (DE)

Back in 2005 we featured Jorg's Mk1 and even then it was one of the best Mk1s in the world. He told us he had no more plans for the Mk1 but that clearly didn't work out! From 2010 Jorg revamped his Mk1 from top to bottom and took it to a level we've never seen before, with more chrome, more smoothing, more detailing... the list goes on and on. It's one of the best Mk1s ever, period.



JANUARY | RUUD JANSSEN | FRIDOLIN W12 (NL)

Where do we start with Ruud's car? It's quite unlike anything we've ever seen before, and it's not just us who were blown away, the car has appeared on more blogs and in more magazines than we care to mention since it was finally finished in 2014. A Touareg 6.0-litre W12 mounted in the rear of the old typ147 Fridolin was just the start of the incredible things about this car, it's an engineering masterpiece from top to bottom.



FEBRUARY | DOUG FLOCKHART | MK3 GOLF VRT (UK)

The term 'labour of love' could have been invented for Doug's Mk3. In February we featured Doug's Mk3 for the second time and it now boasted a 600bhp 3.0-litre VRT in a perfect bay, hydraulic suspension, a super trick interior build complete with an iPad for the clocks and flawless Renault Liquid yellow paint. Choice grey detailing, US-spec, ABT, ProjectTwo and OEM styling pieces completed Doug's awesome Mk3.

VOTE BY EMAIL: PVW@UNITY-MEDIA.COM OR VISIT: WWW.PERFORMANCEVWMAG.COM/COTY2015



MARCH | JAY MCTOLDRIDGE | MK1 GOLF G60 (UK)

Another car that has had more makeovers than we can count, Jay told us that this is his Mk1 finally finished... we'll see! It's final incarnation features stunning '73 Porsche RSR Gelb Grun paint inside and out, a 278bhp G60 lump with a spec sheet to die for mapped by JD Engineering and a super-cool interior mixing OEM and motorsport bits and custom Cobra buckets, to name just a few highlights. One of the best Mk1s ever...?



MARCH | KAREL TRACHTA | MK1 GOLF 16V (CZE)

Think of the Czech Republic and you probably don't think of world class Mk1s but Karel set out to change that with this incredible example. A beautifully finished 16v on twin-Webers in a perfect smoothed bay, gold detailing throughout that just pops brilliantly against the white paint and an underside as well finished as any we've ever seen. Funny how Karel had never heard of PVW before our shoot yet had built a car so on our level!



APRIL | FREDERIC CALVE | MK1 GOLF V8 (CAN)

Where do we start with Frederic's Mk1? Just when we thought we had seen every engine possible for a Mk1, DM Motorsport in Quebec mid-mounted an Audi V8 in the back of Frederic's! A Porsche 996 GT2 gave up its rear chassis parts to mount the thing, while up front you'll see its dash and a pair of 997 seats too. Frederic's Mk1 is one of those cars we would just love to have a drive in... somewhere with plenty of run off maybe!



APRIL | ROB SCHOR | MK2 16VG60 (NL)

Building any car is stressful but when you wear a M1VW crew shirt it's a whole different ball game! Rob managed to keep his cool though and turn out one of the finest Mk2s to ever come out of Holland packing a polished 16VG60 motor, a leather interior with carbon detailing in all the right places and millimetre perfect stance over timeless BBS LMs. One of those cars that has so many details it keeps surprising you every time you see it.



APRIL | GIANNI SANCHEZ | KARMANN GHIA (BE)

Think Karmann Ghia and usually the first images that come to mind are of stunning show 'n' shine beauties glistening in the sunshine... probably not something like this. Gianni's Ghia still glistens all right but it's packing a 2332cc Porsche lump with a giant Holley carb that is as high as the roof line and a T04E turbo that work together to pump out 350bhp! All that power in a Ghia that sits millimeters off the Tarmac – amazing.



APRIL | BRIAN GILLESPIE | MK2 GOLF VRT (USA)

2015 seemed to be the year where people decided that having engines mounted in their normal places was boring... hence cars like Brian's Mk2 having its 3.0-litre VRT engine mounted behind the front seats and, yep, you guessed it, driving the rear wheels! We especially like the fact that Brian's car looks so subtle at first glance, just some timeless BBS wheels, a nice drop and a pair of buckets up front... until he lights the rears up that is!



MAY | ZAC MILES | MK1 GOLF 8V (UK)

When your dad owns Forge Motorsport, building your first car is always going to come with a bit of pressure, and that's putting it lightly! You won't get away with any dodgy rattle can jobs or eBay knock offs that's for sure. Good thing that Zac knocked it out the park with his Mk1 with its killer Studio InCar audio setup, Air Lift suspension, Cobra seats and Rotiform wheels, as well as a sweet 8v motor and flawless bodywork.



MAY | RYAN PROULX | MK4 GOLF 1.8T (USA)

Ryan's Mk4 might not be the flashiest looking, the fastest or the most tricked-out Mk4 we've ever featured but there's a reason that we absolutely love: it just works! The 450whp 1.8T certainly helps, as does the stunning grey tweed interior and the 'bagged stance over the CCW splits. As a package, it's an extremely well-thought-out build. Word is Ryan's taken it to a whole new level for this coming year, too.



MAY | REMI LAFLAMME | RALLYE GOLF R36 (CAN)

What is there left to say about the boys from Unix Performance? Last year's Car of the Year winners with their Mk1, this year they're in with a shot too with their incredible R36-powered Rallye. How do they keep turning these cars out? Of course the bay is smoothed, of course there are trimmed Recaro A8s inside, of course the DSG 'box has a custom motorsport shifter, of course the wheels are custom one-offs... the list goes on and on.



JUNE | TANNER FOUST | PASSAT V8 (USA)

Not your usual Passat this, and that's putting it lightly! Built to compete in the super-competitive Formula Drift championship Tanner's Passat packs a 900bhp LS7 7.3-litre V8 with 200bhp of nitrous, has (obviously) been converted to rear-wheel drive and, well, just look at it! Tanner's car was bit of a controversial cover car for die-hard VW fans due to the LS7 powerplant but we've got to say we absolutely love it for how out there it is!



JULY | LEE ROSS | MK2 JETTA R32T (UK)

Lee Ross has been building his Mk2 Jetta drag car for years now and until we saw it ourselves we couldn't believe the specs he was quoting! When it broke cover it was packing 1200bhp thanks to a giant-spec R32 with a GTX4202 R turbo, a SQS sequential 'box, and an Andy Robinson-built cage. Lee didn't have much luck on the strip with the car in 2015 but we're all hoping his luck changes with the new spec in 2016.



JULY | MARTYN PUGH | 2K CADDY TDI (UK)

Have you ever seen a Caddy as well spec'd and well finished as this one? We hadn't till this phootshoot! With a full bodywork transformation mixing all kinds of OEM parts, an interior to die for, a hybrid turbo-powered 2.0-litre TDI swapped-in up front, Martyn took the Caddy bar and smashed it clean off the scale. Virtually every part of the Caddy was changed, replaced or modified, you've not seen a Caddy with a spec list like it!



AUGUST | ANDY PFEFFER | MK7 GOLF GTI (DE)

Andy's carbon-clad Mk7 had more cameras clicking than anything else around the lake at Wörthersee this year and with good reason: in terms of impact it pretty much smashed everything else clean out of the water. While it might look like a simple build it's not hard to see why it had everyone talking: static slammed, caged and totally clad in real carbon fibre, pretty amazing on a brand-new Mk7, wouldn't you agree?



AUGUST | BUNI SEFERI | R8 V10 (CH)

2015 was the year of the R8 at Wörthersee and out of the four we featured, we reckon Buni's is possibly the most deserving of a place in the Car of the Year line up thanks to the custom metal wide-body work, the incredible Messer Turbo Fan 2.0 wheels and the fact it's a V10 over the other's being V8s. Okay, that's a bit petty, we know, but you try picking between them!



AUGUST | JAMES MORAN | MK2 GOLF 1.8T (USA)

One of the most original Mk2s to hit the scene in a long time, James' car boasted a long list of ideas that made it stand out from the crowd in 2015. Where do we start? The bay is a work of art and the unique-looking 20v has got big power, too. The air setup being built in to the roll-cage is genius and the wheel choice and the custom mint green paint means you definitely won't miss it in a line-up.



OCTOBER | BEN READER | 9N3 POLO 1.8T (UK)

It takes a lot for a Polo to make us stop in our tracks at a show but Ben's bright blue 9N3 did just that last year. The custom-made carbon turbo fans over the front Compomotive wheels first caught our eye but it was the killer 450bhp 1.8T motor up front and the stripped, caged and beautifully finished interior that really sealed the deal for us. This is one Polo that could certainly scalp a few much bigger motors and we love it for that.



OCTOBER | KEVIN ANTAKI | MK2 GOLF VRT (USA)

Five years ago Kevin was on this list with his Mk2 Golf and here he is again with the very same car. Well, it's the same car but, boy, has a lot changed. Gone is the show 'n' shine perfection of the previous incarnation and in its place sits a longitudinally-mounted VRT pumping 500bhp through an Audi B3 quattro drivetrain to the rear wheels. It might be able to rip the rubber of its rear tyres but bodywork-wise it's still perfect.



OCTOBER | TASOS KARASIS | MK5 GTI 2.0T (GRC)

We're massive fans of Tasos' Mk5 GTI and we don't think we even need to say why. Actually, seeing as it looks so subtle maybe we do: its 2.0T engine has been built up to the point where it's sending 760whp to all four wheels making it possibly the fastest 2.0T Mk5 in the world. And Tasos isn't done, at the time of writing the feature he was aiming to take things further and get 850whp and achieve an eight-second pass...



NOVEMBER | ROBIN VARLEY | MK1 GOLF 8V (CAN)

It's not often we get sent a car this good by a snapper and we've not seen or heard about it before but when we got sent Robin's incredible Mk1 here that's exactly what happened. Robin took 13 years to build his Mk1 and it certainly shows: it's absolutely flawless from top to bottom, inside and out. One of the best Mk1s to ever come out of that side of Canada/America? We reckon it's up there with the best of them.



SHOW SPECIAL | THOMAS MÜLLER | MK4 16V (DE)

The most talked about car at this year's Wörthersee, end of. Calling this car a rule-breaker probably doesn't do it justice. The recipe: take one R32, remove all the R32 body kit pieces, remove the six-pot lump, add base model bodywork and a polished and carb-fed 16v out of a Corrado, heat well and serve at Refinitz in May. The result? The most snapped, blogged and talked about creation there in a long time.



DECEMBER | JIM OFFORD | MK2 GOLF G60 (UK)

Jim's Mk1 has been an evolving project over the years and it absolutely shows: every single area of the car just screams quality – from the beautifully detailed G60 motor to the flawless paintwork, the centre lock BBSs to the kind of perfectly trimmed interior that reveals new details every time you see it. One of the best UK Mk2s in recent years for sure. And the best thing about it? Jim hasn't stopped improving it either!



DECEMBER | CRAIG LEVENS | MK5 GOLF GTI (UK)

With so many amazing later-gen Golfs at shows these days choosing the pick of the bunch is incredibly difficult. But with Craig's Mk5 it was an absolute no-brainer! Craig has scooped awards at virtually every show he's taken his Mk5 to and it's not hard to see why, there's not an area of the car that hasn't been reworked, modified or trimmed. We love the colour choice, the interior, the boot install... pretty much all of it really!



DECEMBER | JAMIE JACKSON | LUPO 1.8T (UK)

There's just something very cool about big-power Lupos – having a car so small with so much power must be a lot of fun. That said, we haven't seen too many over the years, probably because they're not the easiest cars to swap engines in to. Jamie's bright green GTI here packs a 393bhp 1.8T punch thanks to a GT2871-fed 20v and is faster than anything this small has any right to be! It's also very, very green, both inside and out. We love it.



DECEMBER | SHAWN LEWIS | T5 VAN (UK)

We featured Shawn's T5 here back in PVW 02/13 and it was pretty dope then. Shawn, though, had other ideas and over the last couple of years took his van to a whole new level – including cutting holes in the side to fit the windows. Windows mean a whole new interior, too, but that's not all that's changed. In fact, it would be easier to list what hasn't changed since than what has! The best T5 anywhere, without doubt.



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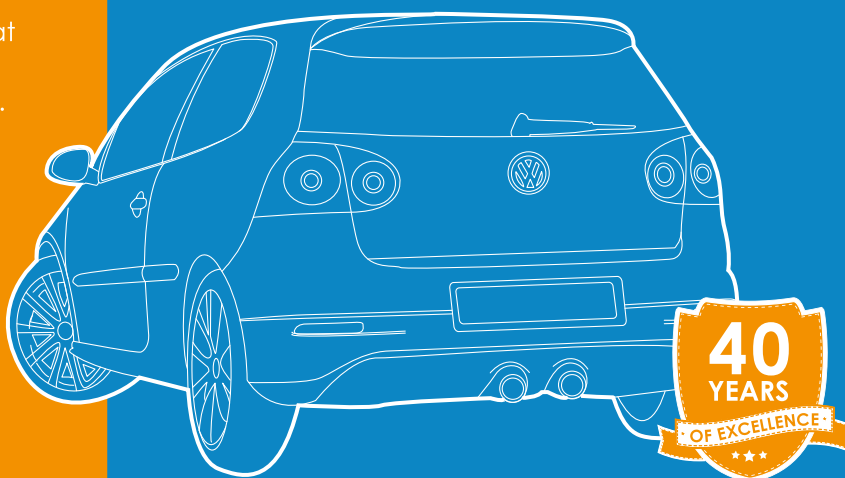
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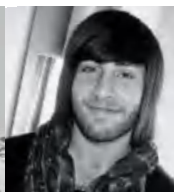
Find us on:



Elliott Roberts



Dave Kennedy



Mark Riccioni



Mark Bass



Paul Cowland



Ryan Stewart



Jamie Orr



Rob Waite



Elliott Roberts

PROJECT: FAMILY GUY 07_B4 A4 Avant
Started: Jun 03, 2010

Comments: "I can bring it back, just you watch," is the quote of the month on the A4.



Elliott Roberts

PROJECT: GREY PRIDE 90_Golf Rallye
Started: Oct 10, 2007

Comments: The Rallye now lives at a new bodyshop and Ell is on the case. C'mon!



Dave Kennedy

PROJECT: PLUCKY 91_Mk2 Golf GTI
Started: Feb 12, 2013

Comments: Dave doesn't want to talk about the Mk2. We're just not going there...



Mark Riccioni

PROJECT: SCENESTER 13_Mk7 Golf R
Started: Oct 13, 2014

Comments: Mark wrote about his new rubber but we had to hold it till next month. Sorry Mark.



Mark Bass

PROJECT: ULTIMATE BASS 13_T5 2.0 TDI
Started: March 08, 2013

Comments: We should really remove the van from these pages now. It's over, done...



Paul Cowland

PROJECT: SHAKE N BAKE 90_Mk2 Golf 8v
Started: June 10, 2011

Comments: With the season over, Paul can concentrate on getting the Mk2 fighting fit.



Ryan Stewart

PROJECT: CHRISTINE 05_Mk5 Golf GTI
Started: Nov 15, 2011

Comments: Ryan's third car is pretty special. Check out his nicely sorted Cayman!



Jamie Orr

PROJECT: SUPER JAMIE How many cars?
Started: Jun 10, 2014

Comments: Yo dawg, I heard you liked VWs so I got a VW so I can VW while I VW...



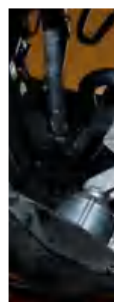
Rob Waite

PROJECT: JOKER 07_Skoda Fabia VRS
Started: May 14, 2015

Comments: Rob is facing the chop. Leaving cars functional is boring Rob, come on...

BROKEN DREAMS

Elliott starts the process of 'bringing it back' on the tired A4 with some much-needed maintenance work.



It's safe to say I'm hard on my cars. In fact, the handful of people that are brave/mad/unlucky enough to have worked on my vehicles would probably call that an understatement. I remember once taking one of my old Mk1 GTIs to a mechanic friend so he could attempt to diagnose why it had become temperamental at starting. Let's just say it didn't take him long: I'd driven it so hard that the starter motor had pretty much shaken itself free and was practically hanging out of the engine.

Anyway, it's safe to say any car I drive daily needs to be pretty tough and my trusty B7 Audi A4 TDI Avant has been incredible in terms of reliability and taking abuse. Well, right up until it cracked the 100k mark and things started to show signs of wear and tear. Now, while I drive them hard, I'm pretty good at keeping on top of servicing, too, and honestly, the Audi hadn't

missed a beat in the five or so years I'd owned it. It all seemed to start the moment it reached 100,000 miles, though.

Those that tuned in to my last installment back in PVW 06/15 may remember that during the fitment of my uprated Eibach anti-roll bars and Super Pro polybushes (fitted alongside new Cast 13 wheels and Toyo's finest T1 Sport Proxes) we discovered the factory quadralinks needed replacing due to the integrated bushes being passed their best. A few hundred quid later and all was as good as new for a while. Then the clutch let go...

To be honest, I'm surprised that with the remapped ECU and performance BMC filter in place, the poor old clutch lasted as long as it did. Thankfully, it still gave me enough of a telltale sign in a slight vibration when under load that I wasn't left stranded anywhere. The

uprated Black Forest Industry engine mounts I'd fitted previously made the engine pretty solid and created a bit of a vibration as it were, but they still couldn't hide the additional odd judder coming from the transmission under load. It's often best to follow your instinct with stuff like this and as it transpires my gut feeling turned out to be right.

It didn't take Danny and Simon at AD Autotechnik long to split the gearbox and take a look inside at the very worn clutch. While the plate and bearing weren't the worse they had seen, they was certainly up there and long overdue a change. Once again the team at Euro Car Parts came through with the goods supplying us a complete LUK clutch kit, which slotted in a treat. While the box was out and the car up on the ramps I decided it was time to swap the Black Forest Industries (BFI) mounts



Original clutch had certainly seen better days, although remarkably had only just totally failed. Impressive considering it had been on its way out for ages!

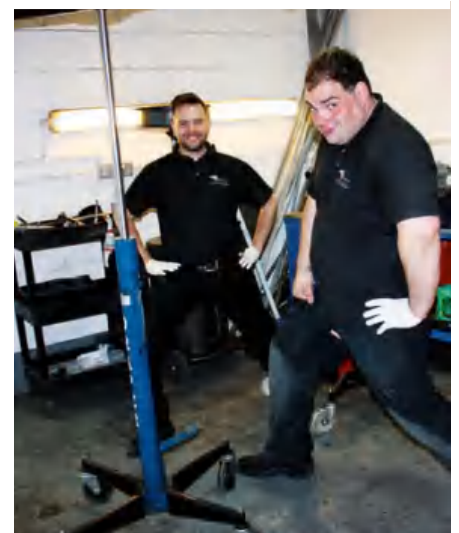


for standard replacement items. While the BFI items were an engineering work of art and made the engine stable, I should have listened to BFI's advice and that of Tim at The Phirm who said they were more suited to petrol engines and fitting them to a diesel was a bad idea. Yes, I thought I knew best. Anyway, the factory engine mounts came from TPS and combined with the new clutch once again made the car feel like new. Never a bad thing when you're spending a considerable amount of cash on parts.

While I was giving the car a little bit of love I decided to splash out on a new windscreen, too, as the last one had been cracked ever since we carried out the BASF race car wrap livery earlier in the year, so that also added to the new car feel. Having started to fall out of love with the B7 for a while (due to the clutch, bad vibrations and cracked screen) I was slowly starting to

come around again, until I went to it one morning and the battery was well and truly dead. In fact, it was so dead the remote wouldn't open the doors, the dash display was blank and the stereo wouldn't even work. If it was the original battery fitted from the factory then I guess it could have been passed its best. Perhaps all Audis have a standard 100k-mile self destruct mechanism built into them? It was certainly starting to feel that way. Anyway, I had a quick look to make sure nothing silly like a fuse had gone or an interior light had been left on, and then soon came to the conclusion that the car did indeed need a new battery.

Selecting the right battery is becoming increasingly complex. Honestly, it's a nightmare. Nationwide service and repair companies offer own-brand batteries, but these are often expensive and offer mediocre performance. You





Exide battery is a proper bit of kit boasting Premium Carbon Boost for 1.5 times faster charging and 30% more starting power

can go online and buy cheap, unbranded products, but these perform poorly as well. The best option is to buy a battery from the likes of Exide. The company sells long-lasting, high-performance batteries that have been tested extensively by car-makers.

We used its top-of-the-range conventional battery, Exide Premium Carbon Boost. It recharges 1.5 times faster and delivers 30% more starting power than other conventional batteries. These increases come from Carbon Boost technology, Exide's proprietary new application of carbon additives on the negative plates. The battery is ideal for cars with big engines and demanding electrical equipment. The trouble is, after I replaced the battery (a mission of a job in itself as it's hidden tightly inside the rain tray) it started the car and performed okay for a day, then was dead again.

Now I was really baffled. Having forked out on a new battery, did I really want to start looking into expensive alternators? Surely that's the next point of call? Well, you'd think so. It's amazing what the fear of forking out a large amount of money does to you though. I remember sitting there at work with the car dead and trying to figure out what it could be. Nothing electrical has been modified or mucked about with. Well, nothing apart from the air-ride boot build... which features a manual switch for the illuminated display Studio InCar built for us.

Yep, I soon realised even without looking that all my problems had been cause by the switch getting flicked without me knowing. As the LEDs themselves are hidden away to protect the glass cover during daily duties, I had no idea they were actually switched on. Whether the switch, located just inside the boot, had been flicked by accident as I'd loaded parts or shopping in there I'm not sure. More than likely it was one of my kids, who seem to love spending time roaming around inside the car, that had flicked it without knowing the repercussions it would have for me and my stress levels. Thankfully, though, the mystery had been solved, I didn't have to fork out on an expensive alternator and the new battery hadn't been damaged when drained.

Fingers crossed they are all the nasty surprises I'm going to face for a while. The car is now performing well and back in my good books. Next up, I need to get some bits of paintwork tidied up on the outside and the old gal may be going up for sale. Yes, I know they say stick with the devil you know, but I think it's time to move on to something different. Watch this space... **ER**

Contacts:

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MEET AND GREET

For the fifth year in a row the MK1 Golf Owners Club headed to Uttoxeter Racecourse for their Annual Gathering, which can only be described as the biggest and best collection of MK1 Golfs you will see this side of the water.

The gates opened promptly at 2pm on the Friday afternoon of the 11th annual Mk1 AGM and the sun was beaming down. While people were doing the usual of getting their tents set up and catching up with old friends and making new ones, Volkswagen showed up to drop off two, bubble stored, beautiful cars for members to view on the way into the show. One early Cabriolet and a Campaign, with little more than a few miles on their clocks between them.

This year the campers had the added bonus of Walter Ainsworth's car, from Channel 4's *For the Love of Cars*, joining the Volkswagen line-up; a special car with a special story. There was a lot of buzz around the owners' club when the TV show aired, so the club contacted Walter and asked him to be their guest of honour for the

weekend, which Walter was more than happy to do being a paid member of the forum for two years prior to his TV appearance.

Saturday is usually quite a busy day for the show, and this year was no exception. So as soon as the tents were set up, it was over to the grand stand for the Annual General Meeting and the drivers' brief to let everyone know where they were planning on driving later that day. It's always a spectacle for the people around Uttoxeter – it's not often you see 117 cars aged from 20-40+ years old driving around the sleepy village that's for sure!

Sunday morning started off wet but by mid-morning it had brightened up a treat. As with every year, there was the Mk1-specific trade stands, VW Classic, Crazyquiff, OCD and Carole Nash to name a few. The traditional 'Sparkplug

Challenge' also took place and special guest Fuzz Townshend, from *Car SOS*, dished out awards to the show 'n' shine winners. The standard of the cars just gets better and better every year, especially as people are now starting to appreciate how rare these cars are becoming. It was a tough choice for the judges this year, but some well-deserved cars picked up trophies.

All-in-all, apart from the bit of rain, a great weekend was had by everyone. The club is already gearing up for next year's show, so if you like what you see, being an owner of a Mk1 or not, look out for the dates because this really isn't one to be missed! Want to hear more about the club? www.vwgolfmk1.org.uk, @vwgolfmk1oc on Instagram or vwgolfmk1oc on Facebook are where you need to be looking. We'll see you there next year! ●





GOOD VIBES GOOD TIMES

A mega meet at the Coventry Motor Museum sounded like a great idea. And doing it for charity sounded like an even better one. Welcome to the RollHard X Charity event.

Words: Sean Matthews Photos: Matt Clifford

Car scenes get a lot of stick at the best of times, not just from the external pressures from the government, the law and regular Joes who just don't get it, but also from the internet haters, the negatrons and fame chasers from within the communities. With all of these adverse opinions, you can be forgiven for thinking that it's a gloomy, lonesome and downright unfriendly place to find yourself in. However, anyone with a sense to actually go out and approach some of these 'cliques' will be surprised to find some genuine down-to-earth enthusiasts with nothing but love for all things powered by fuel along with their fellow fanbois.

RollHard has been a staple name in the car scene for a good while now, and from what started as a group of friends with similar tastes in cars has turned into a huge family who are welcoming to a variety of styles. Never pigeonholing itself into one scene or another, it has gone on to not only to have some awe-inspiring cars but host some brilliant events too.

After a long hiatus from organising an event, a plan was struck and the recently reworked Coventry Motoring Museum was secured in advance as a venue. Aron Norris, one of the original members of RollHard told us: "I saw the museum on Instagram last year, and whenever I see a cool venue, I always consider it for a location for a meet. So whilst the museum was doing a renovation, we booked it for a meet in 2015." The idea was to have a 70-80 car mini meet, with an invite to the friends of RollHard. People could see the museum, grab something to eat and chat about cars. Pretty much what the scene is all about.

"We wanted to make a difference, though, and incorporate charities with the meet. In the car community there is a lot of selling, product-placement and sponsorships. It's about time the community got together and reached out to those who aren't as fortunate," he continued. "The most important thing here is who benefits at the end. Originally we decided to do the event for Kent Deaf Children's Society to help close friends of ours."

Like any strong family unit however, when one of them is in trouble, they rally round to assist and support in any way they can. When original RollHard member Tony Adams' young daughter Myla was diagnosed with an acute form of cancer, the rest of the team didn't want to just support in unison, they wanted to give significant help to Tony's family and charity (Candlelighters of Yorkshire) that have helped Myla greatly, and so dedicated the meet to raise money for the charity.

The only thing left to do was to get fellow members and friends of the team to start advertising on social media to get the buzz going. With only a couple of weeks to do so, the idea wasn't quantity but quality, and nothing generates more positive interest from within the community than everyone banding together to help a friend in need.

Even though it rained on the day, the area in front of the museum was packed with some of the best cars in the community. Notable attendees included Steven Doe's evergreen E21 3 Series, RollHard's own Liam Elmore and his superb Red Bull-styled TT RS, Nath Howell and his cracking Scooby and the simply stunning static Mk5 owned by Ricky Grande. All of these plus





some excellent cars from the Vagabond club and a raft of many others meant this was an event which the captured hearts and retinas of everyone who turned up... as well as the regular Joes who happened to pass by just for the museum. The lads even managed to plug the event at a local radio station during the day!

With lots of coffee on tap and a great museum with enough interesting exhibits to keep people entertained, this was one of the few meets where the weather couldn't dampen the positive vibes. A raffle which included some great prizes from the likes of Kleen Freaks and Like Hell Design helped make lots of money for the charities associated too.

Aron added: "Rather than just putting a meet together with cars and people having a good time, which is what the scene is all about, we wanted to have a little extra. We were blown away with the response from everyone that attended. The raffle was really successful and we made over £900 on the day and a further £1100 through internet donations. We are already planning another charity meet for 2016."

It just goes to show that those cliquey groups some have a hard time being pleasant about do like to give something back after all... ●



EVENTS DIARY 2016



JANUARY

14-17th
AUTOSPORT INTERNATIONAL
NEC, Birmingham
www.autosportinternational.com

FEBRUARY

5-7th
VDUB FESTIVAL
Broederstroom, South Africa
facebook.com/vdubfestivalsouthafrica

6th
EURO TRIPPER
Fort Myers, Florida, USA
www.eurotrippershow.com

12-14th
EXPO TUNING TORINO
Lingotto Fiere Torino, Italy
www.expotuningtorino.it

27th
EUROJAM
Orlando Speed World, Florida, USA
www.facebook.com/events/1472288016396729

MARCH

13th
ULTIMATE DUBS
Telford International Centre, Telford
www.ultimate-dubs.co.uk

19th
WATER BY THE BRIDGE
Louisville, Kentucky, USA
www.waterbythebridge.com

25-27th
VWDRRC AT FESTIVAL OF POWER
Santa Pod Raceway, Wellingborough
www.vwdrcc.com

APRIL

2-3rd
VOLKSWORLD
Sandown Park, Surrey
www.volksworld.com

2-3rd
SPRING EVENT
Merindol, France
www.spring-event.com

2-3rd
DUBSHED
Kings Hall Complex
Belfast, Northern Ireland
www.gtini.com

10th
**ELSECAR AT THE RACES/
UK RALLYE GOLF SHOW**
Doncaster Racecourse
Exhibition Centre
Email: macwnut@btinternet.com

10th
THE FAST SHOW
Santa Pod Raceway, Wellingborough
www.thefastshow.com

16th
EURO DISTRICT
Jeffersonville, Indiana, USA
www.theeurodistrict.com

17th
GTI SPRING FESTIVAL
Santa Pod Raceway, Wellingborough
www.vwaction.com

22-24th
BIG BANG
Santa Pod Raceway, Wellingborough
www.big-bang.co.uk

22-24th
VWDRRC AT BIG BANG
Santa Pod Raceway, Wellingborough
www.vwdrcc.com

24th
EARLY EDITION
Franklin's Gardens
Northampton

29-2nd May
**VWDRRC AT SPRING
SPEED NATIONALS**
Shakespeare County Raceway,
Stratford-upon-Avon
www.vwdrcc.com

MAY

1st
NEW ENGLAND DUSTOFF
Thompson Speedway Motorsports Park
Thompson, Connecticut, USA
www.nedustoff.com

1-2nd
BHP PERFORMANCE SHOW
Lydden Hill Circuit, Kent
www.bhpperformanceshow.com

4-7th
WÖRTHERSEE TREFFEN
Wörthersee, Austria
www.woertherseetreffen.at

5-8th
TUNINGWORLD BODENSEE
Neue Messe, Friedrichshafen, Germany
www.tuningworldbodensee.de

7th
40S IN A BAG
Samsonville, New York, USA
www.40sinabag.com

13-15th
THE EUROPEAN EXPERIENCE
Savannah, Georgia, USA
www.sowoeuropeanexperience.com

22nd
LETSTANCE
Ulster Folk and Transport Museum
Belfast, Northern Ireland
www.letstance.co.uk

29th
DUBLOGIC
Stonham Barns, Suffolk
www.facebook.com/dublogicuk

29th
EUROSUNDAY
Lommel, Belgium
www.eurosunday.be

JUNE

4th
EUROSLAM '16
Aviators Stadium, Loves Park, Illinois
www.facebook.com/events/867148343340868/

5th
STONOR PARK
Henley-on-Thames, Oxfordshire
www.abvwc.com

5th
ROLLHARD X CHARITY
Coventry Transport Museum, Coventry
www.rollhard.co.uk

10-12th
DEVA DUBS 'N' RODS
West Midlands County Showground
Shrewsbury
www.devadubshow.co.uk

11th
PLAYERS CLASSIC
Goodwood Motor Circuit, West Sussex
www.players-show.com

11th
EUROKRACY
Montreal, Quebec, Canada
www.eurokracy.com

11-12th
**VAG FAIR
VACATIONLAND**
Brunswick, Maine, USA
www.vagfair.com

12th
BHP FUELFEST
Westpoint Arena, Exeter
www.bhpfueelfest.com

18-19th
**CUMBRIAVAG SHOW & SHINE
FESTIVAL 2016**
Westmorland County Showground
Cumbria
www.cumbriavag.co.uk

23-26th
**GOODWOOD
FESTIVAL OF SPEED**
Goodwood Motor Circuit, West Sussex
www.grrc.goodwood.com

24-25th
EURO HANGER
Holland, Michigan, USA
www.eurohangar.net



25-26th
VWDRRC AT SUMMER NATIONALS
Santa Pod Raceway, Wellingborough
www.vwdrc.com

26th
CULT CLASSIC
Coopersburg, Pennsylvania, USA
www.nothingleavesstock.com

26th
VAG NATION
Lebbeke, Belgium
www.vagnation.be

26th
VAGS AT THE MANOR
Easthampsted Park, Wokingham
www.vagatthemanor.co.uk

JULY

2nd
CASTLEWELLAN
County Down, Northern Ireland
www.gtini.com

3rd
RETRO SHOW
Santa Pod Raceway, Wellingborough
www.retroshow.co.uk

9-10th
FUELED SOCIETY
The Tetley, Leeds
www.fueledsociety.com

17th
DUB FICTION
Hurdlow, Derbyshire
www.dubfiction.co.uk

17-18th
EUROWERKS
Minneapolis, Minnesota
www.eurowerks.org/show

22-24th
MK2 OC AGM
Curborough Sprint Circuit
Staffordshire
www.vwgolfmk2.co.uk

22-24th
VWDRRC AT BUG JAM
Santa Pod Raceway, Wellingborough
www.vwdrc.com

22-24th
BUG JAM
Santa Pod Raceway, Wellingborough
www.vwdrc.com

31st
FITTED UK
Manchester Event City
Manchester
www.fitteduk.com

AUGUST

6-7th
VAG FAIR
York, Pennsylvania, USA
www.vagfair.com

7th
VW NW TATTON PARK
Tatton Park, Cheshire
www.vwnw.co.uk

12-14th
VW FESTIVAL
Harewood House, Leeds
www.vwfestival.co.uk

13th
VOLKSFEET
Embrun Arena, Ontario
Canada
<http://thevolksfest.ca>

13-14th
AUDIS IN THE PARK
Billing Aquadrome, Northants
www.audisinthepark.co.uk

14th
ROLLHARD SHOW
Cressing Temple Barns, Essex
www.rollhard.co.uk

14th
VOLKSTYLE BASE
Weeze Airport, Germany
www.volkstylebase.com

14th
ENDLESS SUMMER VW SHOW
Basingstoke, Hampshire
www.endlesssummervwshow.com

21st
ROLLHARD BELGIAN CHAPTER
Aarschot, Belgium
www.rollhard.co.uk

27th
NORTHERN WÖRTHERSEE
Frankenmuth, Michigan, USA
www.northernworthersee.com

27-29th
VWDRRC AT OPEN SPORTS NATIONALS
Shakespeare County Raceway
Stratford-upon-Avon
www.vwdrc.com

28th
SHOW & GLOW
Sittingbourne, Kent
www.showandglow.co.uk

29th
FRAMESLAYERS SUMMER RUN
Southsea, Essex
www.frameslayers.com

SEPTEMBER

2-3rd
STYLE'D
Airport Biernat, Gadki, Poland
www.stylepoznan.com

2-4th
EDITION 38
Overstone Park, Northants
www.edition38.com

2-4th
VW ACTION
Santa Pod Raceway, Wellingborough
www.vwaction.com

11th
KNOEDOWN
Knoebels Amusement Park
Elysburg, Pennsylvania
www.knoedown.com

11th
LOWCOLLECTIVE
Stonham Barns, Suffolk
www.facebook.com/events/521801931317775

18th
PLAYERS
North Weald, Essex
www.players-show.com

24th
TITANIC DUBS
Titanic Quarter, County Down
Northern Ireland
www.gtini.com

24-25th
VWDRRC AT NATIONAL FINALS
Santa Pod Raceway
Wellingborough
www.vwdrc.com

OCTOBER

8-9th **NEW DATE!**
NOLA SPEED AND STYLE
NOLA Motorsports Park
New Orleans, USA
www.nola-speedandstyle.com

9th
GTI FESTIVAL
Santa Pod Raceway
Wellingborough
www.vwaction.com

15th
BLACK FOREST IND. OKTOBERFEST
Cary, North Carolina, USA
www.blackforestindustries.com

23rd
VAG TUNER EXPO
Donington Exhibition Centre
Donington
www.vagtuner.co.uk

23rd
NEW ENGLAND WRAP UP
Eastons Beach, Newport
Rhode Island, USA
www.nedustoff.com



These views are not necessarily shared by the magazine

ANNA RICHARDSON

Anna Richardson: loves a Great Dane, works in product development at VW Heritage, show and feature car snapper and all-round show regular in both the air- and water-cooled worlds.

Favourite issue of PVW?

June 2003: Prash's purple Mk2 Golf, B10 DUB. That's the year I passed my driving test. I remember seeing it at GTI International when I was 16 and fell in love.

Favourite PVW feature car?

Janet Edwardson's Rallye, BIG 5VT. I can't remember the date but I loved that car so much my Mk2 was built around it and even had the same roll-cage for a while and Colour Concept Recaros. It inspired me when I couldn't decide on a paint colour too.

Worst modded VW you've ever seen?

This Mk3 Golf that used to live down the road. It had mods but they were awful, standard height, massive arch gap and they had literally drilled into the roof to put a roof rack on. It was a shed.

Favourite car you've been involved with?

My Mk2. I've got to say thanks to everyone that's helped along the way to make it possible.

What are your views on the state of the current VW scene?

Being involved in both the air- and water-cooled scenes, I can see how varied the scene is as

they are totally different. People at BugJam ride cool BMXs and people at Players ride Swegways. I have noticed in the last few years that a lot of people are evolving from the water-cooled cars to air-cooled ones and there are lots of new people and trends in the water-cooled scene. It doesn't seem like the old days, though, when there were more self builds that weren't afraid to be driven hard.

How long have you been involved in the scene?

I went to my first show GTI International in 2001. I was 15 I think. It was awesome; before that I wasn't too interested in learning to drive but after that and getting the million pictures I took developed I was intent on having a cool Mk2. Ever since then I've been to many shows and meets, passed my test in '03 and my first car was a 1.3 Mk2. I met a lot of people that helped me make my second Mk2 what it is now, then I started working for VW Heritage in 2009 – that was when I started to get involved in the air-cooled scene and shows too.

If you didn't drive a VAG what would it be?

I think I would rather take the bus! Nah, it would have to be something cool like an AMG or something retro.

Favourite VAG model of all time?

Mk2 Golf and Golf Limited. I know of a Golf Limited that lives near me all sealed up owned by an elderly chap. He won't sell it to me...

What trends do you think will emerge in the scene over the next few years?

I think we will see more people putting cars like Mk1/2 Golfs back to original spec with maybe subtle OEM mods. I think this is because they are going up in price too. A lot of customers at VW Heritage want original parts, or good reproductions to keep cars original. It's why I have spent many months working on getting Mk2 headliner fabric remade at Heritage.

Favourite show/meet?

That's a tough one, there are so many good ones to choose from. Wörthersee is awesome and in Europe VW Days is one of my faves. Over here it's between Westside and GTI International but they are both very different so both favourites for different reasons. If it was favourite air-cooled show I would say VW Action.

Favourite alcoholic tipples?

As I am getting older it's definitely got to be Pimms. It's got to have the fruit in though.

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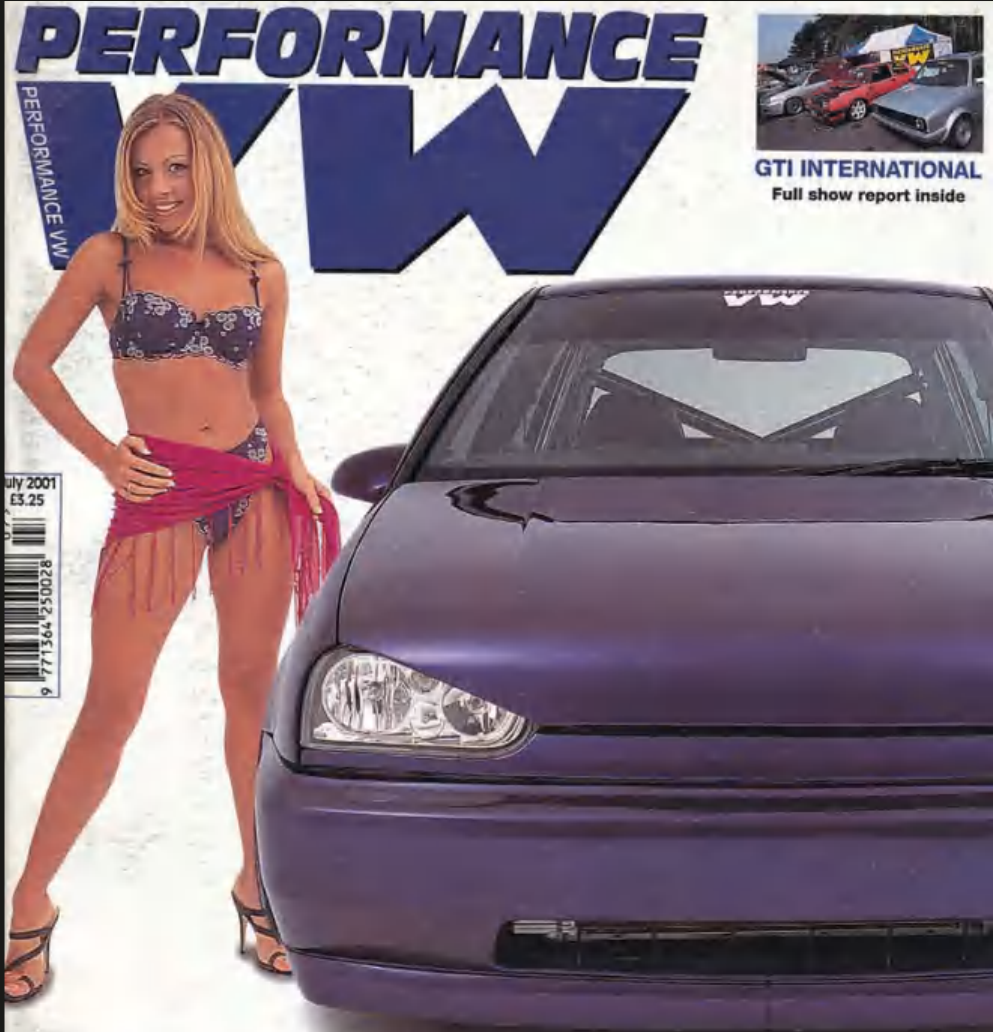


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RELOADED



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GTI INTERNATIONAL
Full show report inside

PREMIER LEAGUE
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Mk4 GOLF ON 19s
Belgian Golf/Bora hybrid

Mk1 GOLF GTI
Slammed Euro-style

Mk2 GOLF G60
Tuned G60 shows the way

Mk1 GOLF GTI
296bhp supercharged 20v

YEAR: 2001
ISSUE: JULY
FEATURE: CARL TAYLOR'S MK3 GOLF
FEATURE WRITTEN BY: ELLIOTT ROBERTS
PHOTOS TAKEN BY: CTP

Welcome to *PWW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the water-

cooled VW scene. You see, *PWW's* been going now since all the way back in October 1996. And while we know there are a good amount of people out there who've picked up the mag since day one, there are plenty out there who

won't be too familiar with the mag's early days. Which is what *Reloaded* is all about. Every month we'll be taking a standout car from back in the day and revisiting it to see what made it so special.



P2 YOB. Five little characters that have so much significance in the world of modified VWs. There are few cars that were so influential and groundbreaking that people still remember their registration numbers but Carl Taylor's Mk3 was one of them. And for those who don't know, yes the same Carl Taylor that's still kicking around today, one half of Players and now California-based Air Lift employee.

So what was it about Carl's Mk3 14 years ago that had Elliott at the time writing: "Now there are nice cars and there are very nice cars, but very few border on perfection"? Well, to fully understand what made Carl's Mk3 so mind-blowing is that back in 2001, cars didn't look like this. They don't now either, but that's besides the point. Back then in a sea of samey-samey Mk3s on the showfield,

Carl's car hit its first show, GTI International 2001, with all the subtlety of a tornado.

The part of the car that got tongues wagging was the huge bodywork makeover Premier had carried out. From the extended bonnet and the reworked front bumper, to the glass-smooth flanks, right round to the relocated filler cap under one of the rear lights, there wasn't a panel on the car that was how Wolfsburg intended it to be.

The Projectzwo mirrors, Mk4 headlights, Audi door handles and the crystal tails are mods so of their time they deserve to be in a Veedub time-capsule. And that's before we get on to the Standox Catalunya Splash paint; one of those hues that is about ten different colours in one. What else? Well the 15" Schmidt TH-Lines were a big deal in 2001 when most Mk3s were sitting on much bigger wheels, the polished cage and

matching rear decking that contrasted the Colour Concept leather which itself stood out against the paintwork and the Rockford Fosgate stereo setup (complete with Kenwood TV tuner, because 2000s) that rounded it all off.

P2 Yob had such an impact when it debuted that around every few months to this day there is a Facebook or forum post asking where it is or if anyone has information on its whereabouts. Even the Players boys asked back in 2014, perhaps aiming for a second bite at the apple with the old girl. What's funny is that, over a decade later, Carl is still building cars that get people talking. He might be older, wiser (*you sure? ~ All*) and playing around with BMWs now that he lives in California, but his infamous 'cow' Caddy, the '90s Mk3, the pink S4, and the orange (and then green) RS4 prove some things never change!

+ POINTS

How 'complete' it was, the bodywork mods that mixed out-there with subtle

- POINTS

Let's be honest, it's not aged terribly well. We still would though, oh yes...

WHERE ARE THEY NOW?

We're not entirely sure to be honest. Like we mentioned above, every month it seems there is a post on one Facebook group or another asking where P2 YOB is now. Even the Players boys themselves asked if anyone knew where it was a little while back, perhaps aiming to get it back and have another go at it. Would it be

possible to build something that has the same kind of impact as P2 YOB did when it first debuted the second time around? If anyone could pull it off, it's Carl who, over the years, seems to have mastered the art of building a car with the aim of getting people talking and stealing the limelight in the process.

REWIND

WE MAY NOT HAVE ALWAYS BEEN SO FINELY POLISHED, BUT WE'VE ALWAYS BEEN AT THE FOREFRONT OF THE MODDED DUB SCENE. AH THE GOOD OL' DAYS...



1 YEAR AGO

DECEMBER 2014

A year ago we kicked things off with Alex Begley's ever-evolving Scirocco, following it up with Tim Smith's stunning Mk4 R32, Simon Delahaye's NA ITB'd 20v Mk2 and Jesse Seymour's brilliantly timeless Mk1 VR6. With all that sorted we bagged Dominik Sailer's 500bhp TT RS, Mike Humphrey's 24vT Bora and show reports from Volkstyle Base, GTI International, Players and Show 'n' Go.



5 YEARS AGO

DECEMBER 2010

What an issue this was! Paul Turner's TFSI Mk2 started things off, followed by Kristian Minter's Callaway-turbo'd Mk2 Jetta, Jessie Arellano's Mk3 VR and a pretty insane K70 from Belgium. With those in the bag, we checked out Vini Dobson's Mk1 racer, a Mk1 16vT, a Mk2 R32 and a Corrado from the Westside boys. We rounded things out with The TT Shop's erm, TT.



10 YEARS AGO

DECEMBER 2005

Tomas Sport Tuning took the cover slot a decade ago with its incredible Mk1 VR6, closely followed by Tony Wilke's timeless Mk2 R32, Wayne Moses' 'charged VR Mk3 and from left-field, Jim Moeschen's B3 Passat VRT. Later on, we checked out Simon Goodall's Polo G40, Steve Vonoppen's awesome Lupo and Gordon Nomington's Brit-look Mk2 VR. Show reports from H2O and MIVW rounded things off nicely.



15 YEARS AGO

DECEMBER 2000

Frank 'The Biz' Bisogno's Mk3 took our cover slot back in the year 2000, how many more times would we see Frank's car in these pages? Inside the magazine we got three UK New Beetles together, checked out Ali Farzad's Mk3, pitted a Mk2 20v against a Mk2 G60 and got up close and personal with Jamie Paredes' Mk2 Jetta over in the US before wrapping thing up with a few show reports.



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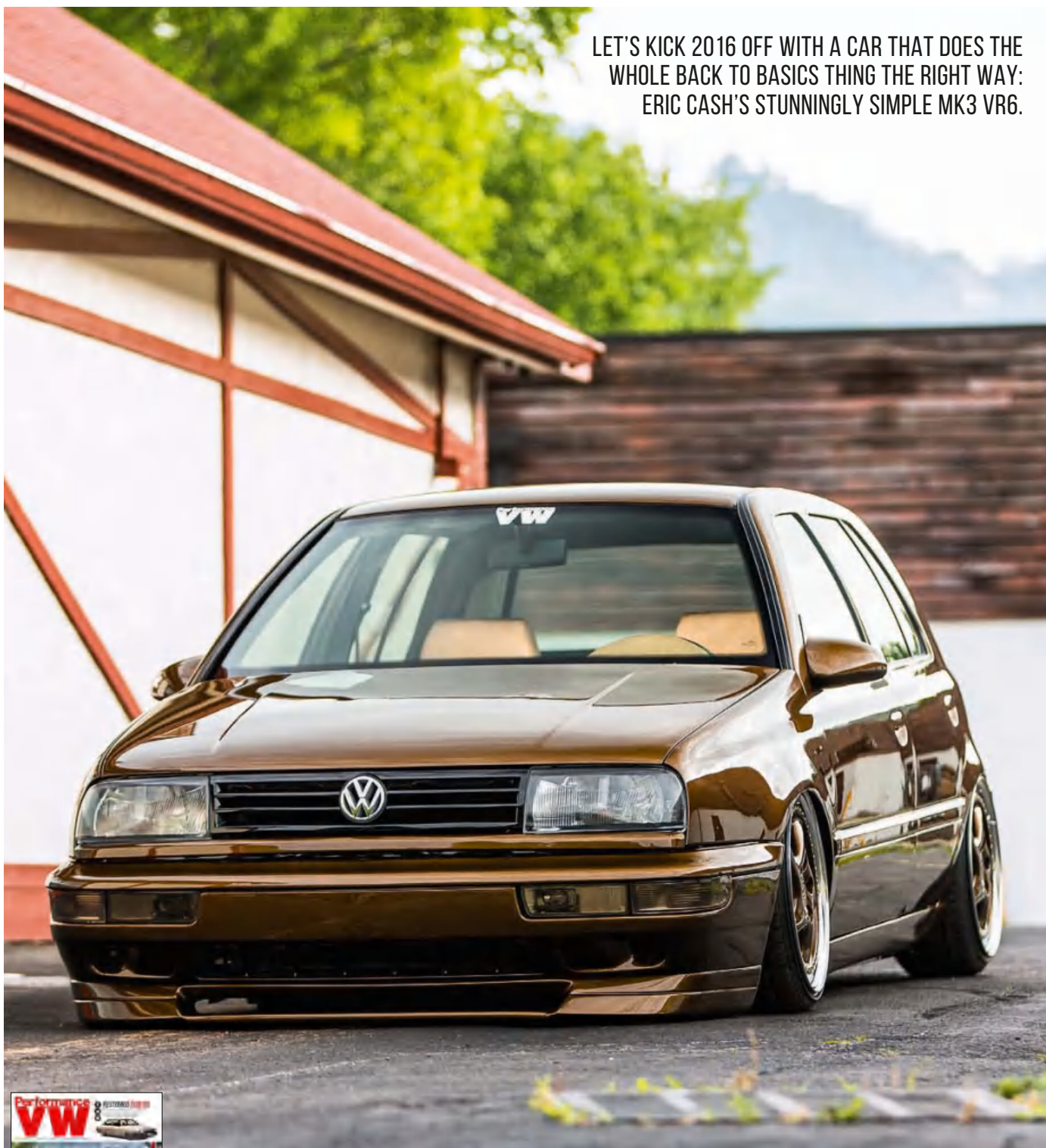
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